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RIGHT HON. C. D. HOWE
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M. W. MACKENZIE
Deputy Minister

FOREIGN TRADE

OTTAWA, NOVEMBER 5, 1949

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COVER SUBJECT—Whaling factory ship Balaena, showing the slipway in the stern up which captured whales are hauled to the deck for treatment. High on the poop is a hangar for seaplanes used for spotting whales. Eighteen expeditions will set forth next month for the Antarctic, fourteen of which will sail from South African ports, and are expected to capture some 30,000 whales. The armada will consist of over three hundred ships, manned by twelve thousand men. (A report on these expeditions appears on Page 851 of this issue of Foreign Trade.)

Photo by Shipfotos, Cape Town

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Canada Seeks Orders in Smaller Markets for Secondary Items

Sufficient number may offset larger sales formerly received from traditional customers—New offices of Canadian Trade Commissioner Service have already justified their existence —George R. Heasman urged exporters to give more attention to the United States as a market for their manufactures.

SUFFICIENT small orders may offset in part the larger ones Canada formerly received from her traditional customers, in the opinion of George R. Heasman, Director of the Canadian Trade Commissioner Service, who addressed the Canadian Exporters' Association in Montreal on October 20. When it became evident several years ago that increasing restrictions in many of Canada's larger markets were raising barriers to the sale of secondary commodities, attention was directed to smaller markets. Offices of the Canadian Trade Commissioner Service were opened at Leopoldville, in the Belgian Congo, and at Guatemala City, in Guatemala. "You would be surprised at the variety of small orders now coming from those two countries," Mr. Heasman observed.

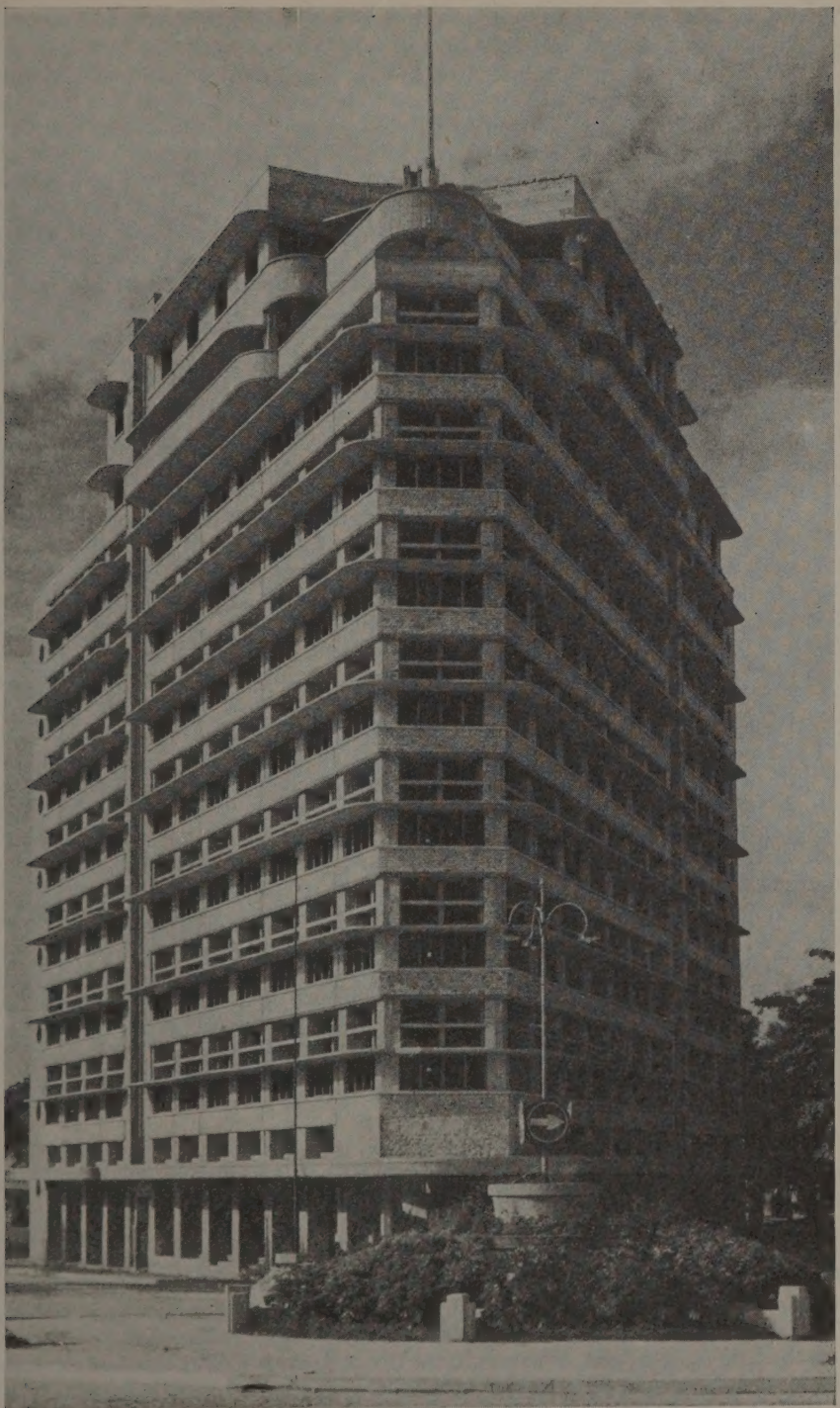
"Our trade commissioner in the Belgian Congo established thirty-two new agencies or buying connections for Canadian exporters in 1948. I feel that sales of Canadian flour have alone justified the decision to open an office at Leopoldville. Meanwhile, we have just been advised by our trade commissioner that, as a result of recent changes in currency values, increased interest is being shown in aluminum, groceries, horse-meat, spaghetti, dairy products and other commodities. The establishment of this post has been really worth while.

"Then we have an office in Guatemala, a small post tucked away in Central America between our office to the north, in Mexico City, and one to the south, in Bogotá, Colombia. It covers the whole Central American area. Our total trade with that territory before the war was valued at less than a million dollars," Mr. Heasman pointed out, "and was valued at $24,000,000 last year. While this increase cannot be attributed entirely to the establishment of our office in Guatemala, the comparative figures indicate how a small prewar trade has sprung into prominence."

New Offices Opened Since the War

New offices have been opened since the war in São Paulo, Brazil; Karachi, Pakistan; and Istanbul, Turkey. "São Paulo is becoming more important than Rio de Janeiro as a trading centre, and we wonder now why more attention was not given in the past to that thriving city. The office in Karachi has been instrumental in attracting to Canada some excellent inquiries for capital equipment running into millions of dollars. Although our office in Istanbul has been open for only ten months, results achieved in finding new markets for Canadian products would seem to justify its existence. Moreover, Canadian exporters have been encouraged to consider trading opportunities in that area, and a number of agencies have already been established. Through the efforts of our trade commissioner, the Turkish Government placed a $700,000 order in Canada."

Another new office has been opened in Berne, Switzerland, in whose market it should be possible to sell Canadian products. "It is one of the so-called 'hard-currency' countries, and there is no dollar problem. We hope to be of particular assistance to our flour trade with that country.



Leopoldville—Forescom Building, owned by the Société Forestière et Commerciale du Congo Belge, in which the office of the Canadian Trade Commissioner is located. This is one of the most modern buildings in Leopoldville, having just been completed.

The value of Canada's total trade with Switzerland in 1948 was $27,000,000, of which exports represented $19,000,000."

Plans have been completed for the establishment of offices in Manila, Philippine Islands, and in Madrid, Spain. The former territory was formerly covered from the Canadian office in Hong Kong, and the latter from the office in Lisbon. Spain is the only country in Europe from which Canada buys more than she sells, exports in the past year being valued at $600,000, whereas Canadian imports were valued at $2,600,000. Mr. Heasman pointed out that the United States exported goods valued at $25,000,000 during the same period, consisting of wheat, flour, synthetic rubber, automobiles and accessories, agricultural machinery, drugs, chemicals and small quantities of other goods, all of which can be supplied by Canada.

Forty-seven Offices in Forty Countries Established

Trade between Canada and the Philippines was valued at $17,000,000 last year, of which exports amounted to $10,000,000. Although this country is one of the principal sources of supply for the Philippines, Canadian exports do not represent five per cent of the total shipments made to that territory by the United States. Preferential tariff treatment has been accorded to United States goods in the past, but this will be progressively lowered, and Canada should be enabled to capture a larger share of the Philippine market. Although active competition may be anticipated from Japan, as that country recovers, it is unlikely that Canadian exports will resemble those from Japan. With the establishment of offices in Manila and Madrid, the Canadian Trade Commissioner Service will have 47 offices, manner by 95 trade commissioners, in 40 countries.

Despite the decline in shipments of secondary manufactures, Canadian trade commissioners reported they were directly responsible for the establishment last year of over 400 agencies or buying connections for Canadian exporters throughout the world, a substantial number of these being in Latin America. They also assisted in obtaining initial export orders valued at many millions of dollars. Assistance was also rendered in the settlement of 165 complaints or in the collection of bad debts.

Consideration is also being given to the establishment of posts in North Africa, Palestine, Iran and Indonesia, should business warrant this. "We always welcome suggestions from exporters," Mr. Heasman said, "especially from those who have had an opportunity of visiting countries where we have no trade representative. No market is too small to be worth cultivating, particularly for our secondary manufactures."

Trade Services Available in United States

Mention was made of Canadian trade relations with the United States, in which there was a Canadian ambassador, in Washington, and a trade commissioner with an assistant, in New York, before the war. Faced with a high tariff wall, Canadian manufacturers found it easier to sell their goods in Australia, South Africa or almost any country other than the United States. Besides the Canadian Embassy, in Washington, the Department of External Affairs has consulates in Boston, Chicago, Detroit, New York and San Francisco, while the Department of Trade and Commerce now has nine full-time officers in the United States. Services of consuls are at the disposal of exporters and other businessmen, in the same way as the services of trade commissioners. The Canadian consulates in Boston and Detroit have been strengthened through the appointment to each of assistant trade commissioners, who have reported favourable trade prospects. A market has been developed for Canadian cheese and several

Guatemala City—Office of the Canadian Trade Commissioner, which is located on the upper floor of this building, designated by the Canadian flag. His territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

other lines of foodstuffs, while a lumber company in Quebec province has received assistance in marketing a trial shipment of its particular product.

"We are all aware that trade promotion in the United States requires considerable initiative on the part of all concerned. While we are impressed by the work performed by these young assistant trade commissioners, I cannot be too emphatic in urging Canadian exporters to make a thorough survey of markets in the United States, and particularly in the border cities. I believe many would find, on investigation, many cracks in the old tariff wall. Goodwill expressed by United States customs officers, other

government officials and businessmen is even more important. This is growing, and there is evidence of a desire to assist Canada in increasing her exports to the United States.

"The United States market is difficult, but one in which results will surely repay any effort. No matter how small the results achieved, taken together they will amount to a substantial figure. Furthermore, exporters will gain confidence in their ability to sell in the United States. We have an impressive list of manufactures being exported to the United States, and this is growing.

"Business will not be secured if a passive attitude is adopted. It is not sufficient for us to await inquiries in our offices, but to engage in trade promotion; to go out and seek business. Trade associations and exporters should put on an export drive," Mr. Heasman declared in conclusion. "They should send over their salesmen and export managers to look for orders. Your government officials, trade commissioners and consuls will help you at every turn."

Malayan Soap Production Increasing

Singapore, August 4, 1949.—(FTS)—The importance of Malaya's soap manufacturing industry is indicated by figures recently issued by the Federation Government. Altogether, thirty-eight factories were operating in the Federation during the month of June, fifteen of them being located in Penang. Production during the first six months of the year amounted to 186,636 cases, weighing 7,659,848 pounds. Exports during the same period, mainly to Indonesia, amounted to about 20 per cent of the total output.

Board of Trade Journal Boosts Exports to Canada

Efforts to stimulate exports from Great Britain to Canada are emphasized in the October 15, 1949, issue of the British Board of Trade Journal. This "Exports to Canada Number" contains thirty-two pages devoted specifically to this country, and is extensively illustrated. On the front cover is reproduced a colour photograph of the plant at Trail, B.C., of the Consolidated Mining and Smelting Company of Canada, Limited, within a maple leaf outline. This presentation of Canada is of special interest at the moment.

The following articles have been published in this issue: "Why Canada Offers Scope for the United Kingdom Exporter", by the President of the Board of Trade, the Right Hon. Harold Wilson; "Canada Welcomes British Goods", by the Right Hon. C. D. Howe, Minister of Trade and Commerce, Canada; "The Picture of Canada's Economy in 1949", by R. Keith Jopson, C.M.G., O.B.E., United Kingdom Senior Trade Commissioner in Canada; "Progress of the Engineering Industry in 'Operation Canada'", by Sir Harry Gilpin, leader of the United Kingdom Engineering Mission to Canada; "Merchandising in Canada Requires a Distinctive Technique", by J. Paterson, United Kingdom Trade Commissioner in Montreal; "Canadian People and Their Homes", a pictorial section; "It Changes Your Whole Approach to Selling in Canada", by I. H. Macdonald, General Manager, Canadian Daily Newspapers Association; "Good Packaging and Presentation Are Essential", by John C. Philpot, Manager of the Canadian office, British Export Trade Research Organization; "On Paying a Business Visit to Canada", by Maurice R. Garner, United Kingdom Trade Commissioner in Ottawa; and "International Trade Fairs Have Come to Stay", by A. P. Timms, United Kingdom Trade Commissioner at Toronto.

Bermuda Extends Import Controls Following Devaluation of Pound

Effective October 5, 1949, wide range of products may no longer be imported from hard-currency areas—New restrictions to ease colony's dollar position—Canada supplied 14·2 per cent of total imports in 1948.

By M. T. Stewart, Canadian Government Trade Commissioner in New York

NEW YORK, October 15, 1949.—Bermuda has placed on a new "deferred" list a wide range of products that may no longer be imported from hard-currency areas, such as Canada, the United States and Panama. This decision was taken by the Bermuda Supplies Commission following devaluation of the pound sterling, indicating that it is a "temporary measure", effective October 5, 1949. The purpose of the new restrictions is to ease the colony's dollar position. The Director of Supplies has explained that the items now being placed under embargo from dollar sources are in adequate supply in the United Kingdom and other sections of the sterling area, and that delivery dates are reasonably assured.

The following items are on the "deferred" list:

Butter; cheese, except fancy cheese for hotels; lard and shortening; margarines; sugar; chocolates, including boxed chocolates and bars and confectionery; biscuits, other than unsweetened biscuits, i.e., soda biscuit types and ginger snaps; gin; fresh fish, except to hotels; soap of all types; fruit juices, other than citrus, tomato and prune; potato chips in any form.

Pure flavouring extracts, but not imitation extracts or cola syrups; canned sausages; canned pork products, including ham; dry mustard; cake and bread mixture of all types; made-up cake and cakes of all types; canned mushrooms; bubble gum, candies and lozenges of all types; jelly powder and crystals; beer; ale; stout; tea; jams; preserves and marmalade.

Canned herrings; caviar; pate de foie gras; pie crust mix; canned corned beef; all other canned meats; icing sugar.

Manufactured ice cream; liquid ice cream mix; pickles and sauces, except tomato catsup, sweet relish and prepared mustard; spices, except pepper; wines, including brandy; liquid chocolate milk, canned and bottled; liqueurs; fruit cordials and squash; fresh pork; vinegar, except cider vinegar; gravy preparations, browning, salt, thickener; cocoa and cooking chocolate.

Carpets and rugs, including woollen, jute, mohair and wool pile fabrics; metal office furniture; auto-bicycles and bicycle propulsion units; outboard motors up to 8 h.p.; glazed tiles, other than white and cream; gloves; brooms and brushes, except straw brooms; matches, except book matches; smoking pipes; cigars, except Cuban; linen goods; polishes, boot, floor, furniture and metal; abrasive type household cleansers; aluminum and galvanized hollow-ware; kitchen utensils; rubber hot water bottles; glass bottles, except milk; vacuum (thermos) flasks and jars, except refills; organs, band and orchestral instruments; plate glass; pianos; concrete mixers; comics and comic supplements.

Value of Bermuda Market Greatly Increased

The value of Bermuda as a market for imported products has increased tremendously during the past ten years. In 1938, the total value of imports amounted to $7,624,000 (approximate figures), compared with $28,484,000 in 1948—during the first half of 1949 imports totalled $15,856,000. Apart from some vegetables, which do not meet the local demand, everything consumed is imported. Considering the total population of the island does not amount to 40,000, the volume of trade is phenomenal due to the tourist activities.

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Largely because the island is so close to New York, and North American visitors constitute the bulk of the tourist trade, a high proportion of the import trade naturally goes to the United States. In 1948, 47·4 per cent of the total imports were of United States origin, the United Kingdom followed with 25·2 per cent and Canada next with 14·2 per cent. Of the total imports, some $10,000,000 were spent on food, drink and tobacco, and about $18,000,000 on manufactured goods, whereas the value of raw materials imported was relatively small, at approximately $540,000.

Ireland Derives Substantial Revenue From Operation of Shannon Airport

Thirty aircraft a day handled during the summer months—General store does brisk trade in tweeds, linens, knitted goods, rugs, shirts and hosiery—Annual loss in operation of Aer Lingus reduced.

By George Shera, Office of the Commercial Secretary for Canada

(Editor's Note—This is the third in a series of four reports for *Foreign Trade* on economic conditions in Ireland.)

DUBLIN, September 2, 1949.—Ireland is exploiting successfully her position on the western fringe of Europe, as the point of departure for many aircraft bound for North America and the transatlantic terminus of aircraft with passengers and express proceeding either to this or other countries connected by air with Ireland. It is estimated that the revenue derived by Shannon Airport is approximately $1,000,000 a year, while the Dublin Airport shows a steady increase in the number of passengers and the weight of mail and express carried by plane. A new aerodrome was established last summer at Killarney, one of this country's most famous beauty spots, and the former transatlantic seaplane base at Foynes is being used as an ocean terminal for tankers with fuel for aircraft landing at Shannon Airport. Some 10,000 feet of pipeline have been installed, and tankers can discharge more than 250,000 gallons an hour.

Aer Lingus, which is operated jointly by the British Overseas Airways Corporation and Aer Rianta, the Irish company, ended its financial year last March with a loss of £162,850, which is an improvement over the loss of £612,432 the previous year. There was a reduction in expenditure of £200,000 per annum, and an increase in revenue from £828,778 to £1,078,154. Since the company has broken all its records during the past summer in the number of passengers carried, it is hoped that future balances will be in the black. During August, 1949, 33,427 passengers were carried, an increase of 23 per cent over the number in August, 1948, and increases on the same scale are shown by the weight of freight and mail carried. The total number of passengers carried during the year was 167,349, an increase of approximately 15,000 over the previous year. The heaviest traffic is on the London route, but services are also operated to Liverpool, Manchester and Glasgow, and a service to Birmingham was inaugurated this year in time for the British Industries Fair in May. There is also a direct flight to Paris on four days a week.

Dublin Airport, generally considered to be one of the finest of its kind in the world, handled 175,333 passengers during the year, compared with 162,761 in the previous year. Freight carried increased from 860,976 kilos to 1,116,392 kilos, and mail from 40,246 kilos to 91,037 kilos. Despite these figures, the airport showed a loss on the year's working of £4,689.

This is largely accounted for by a loss of revenue from the Constellations which Aer Lingus operated until last year, and from the conclusion of the extensive program of Aer Lingus training flights. Improvements and extensions were carried out during the year to keep the airport up to the highest standards, and adequate runway lighting has now been installed, while garage, restaurant, and office accommodation has been increased.

Discussions Between Irish and United States Authorities Scheduled

Discussions between Irish and United States civil aviation authorities are scheduled to take place in Dublin in September. The Americans are expected to advocate the by-passing of Shannon and the development of Collinstown (Dublin) as the base for international planes. It is understood that they also seek permission to amend the 1945 aviation agreement between Ireland and the United States, in such a way as to permit American transatlantic planes to overfly Ireland on certain flights. It is probable that both these suggestions will be opposed by the Irish representatives for several reasons. The cost of equipping Dublin Airport as a transatlantic terminal is estimated at £1,000,000, and such a step would be contrary to government policy of distributing trade and employment throughout the country, and of opposing the centralization of the country's wealth and employment opportunities in the capital city. An average of thirty planes a day has been handled at Shannon during the summer months, and the Irish taxpayer has invested very large sums in the development of the airport, and the establishment of the necessary transport, hotel, restaurant, and shop facilities. A general store has recently been opened, and is doing a brisk trade in Irish tweeds, linens, knitted goods, rugs, shirts, poplin ties, hosiery, etc. Any step calculated to reduce the importance of Shannon is likely to be strenuously opposed by the people of Limerick and the nearby area, as well as by many Dublin citizens who feel that the propinquity of Collinstown to the city makes it unsuitable, since the constant noise of planes arriving and departing reduces the amenities of a residential district. The Minister for Industry and Commerce, when approached by the Limerick City Manager, assured him that he would do everything in his power to prevent the diversion of traffic from Shannon to Dublin Airport.

Dublin Airport is at present used only by Aer Lingus and by K.L.M., and American airlines touch Ireland only at Shannon. An American airline official recently told pressmen that a flight from Gander to Shannon cost approximately £800 less than a flight from Gander to Dublin Airport. There is little doubt that the suggested change would bring greatly increased traffic to Aer Lingus, and would probably advance Ireland's position in international aviation. It is thought that the Irish Government may compromise by permitting one American airline to use Dublin Airport.

Argentine Exports of Dairy Products Lower

Buenos Aires, September 20, 1949.—(FTS)—Argentine exports of dairy products during the first eight months of 1949, compared with the corresponding period in 1948, are as follows, in metric tons:

	1948	1949
Cheese	12,427	7,408
Casein	21,262	12,855
Powdered milk	1,268	221
Butter	8,906	42

Argentina shipped ten tons of cheese to Canada in July and two tons in August.

Shanghai Living Costs Up Steeply Since Change in Control of City

Wages linked to price of rice, but shortage developed and speculative practices of merchants produced fantastic increases—Exchange rates for Jen Min Piao held at unrealistic levels—Inflation in certain other areas taken over by Communist forces considered less severe.

By B. I. Rankin, Acting Commercial Secretary for Canada

SHANGHAI, September 5, 1949.—Cost of living standards in Shanghai fluctuated widely from month to month during the twelve months before the Chinese Communist forces assumed responsibility for the administration of this city. The exchange quotations for the Chinese National Currency, Gold Yuan or silver dollars, whichever was in use, varied almost hourly. Prices moved in line with the hard-currency equivalents. With the advance of the Communists, merchants would dump commodities for cash, and convert through the black market to hard currencies. When peace talks began early this year, the procedure was reversed and prices rose.

The introduction of the Gold Yuan and related economic measures on August 19, 1948, coupled with rigid restrictions on black market operations, resulted in steep price rises, and goods were hoarded by merchants in October and November as confidence in the new currency waned. Wide price changes and the extensive inflation over a short period of time made fixed incomes an impossibility. Cost of living indexes were published monthly, and eventually appeared every two weeks, being used as a basis for computing C.N.C. or G.Y. wages. A separate cost of living index was published by the British Chamber of Commerce to estimate the income required by foreign staff personnel to meet expenses in Shanghai.

Chinese employees adopted various devices to ensure that their incomes would have a steady factor, unrelated to the exchange rates and price fluctuations. These included the conversion of basic wages to United States dollar equivalents, paid as such or used as the multiplier; the payment of additional allowances in terms of a basic commodity at the prevailing prices on pay day; and the provision of rice allowances.

The effect of inflation on a worker's income, following each pay day, presented a serious problem. It often happened that the exchange rate would jump from 30 to 100 per cent in a single day, reducing accordingly the purchasing power of wages received twenty-four hours previously. Buying sprees on pay day, as a means of hedging against inflation, had the obvious effect of forcing prices up. Wage earners commonly hedged by using as much of their income as possible on pay day to purchase United States dollar notes or gold bars. This resulted in an excessive demand for hard currencies at the middle and end of each month, and hastened the inflationary trend. Many firms then made weekly payments, and adjusted wages after each cost of living index was published. Others, latterly, paid their workers in United States dollar notes, which was the surest hedge against price changes.

Wages Linked with Price of Rice

Shortly after the Chinese Communists assumed control of Shanghai, wages were converted from the former C.N.C. or G.Y. basics into terms of rice. In the process, labour disputes resulted in settlements that were

tantamount to heavy increases in the original basics. The linking of wages to rice came at a difficult period, between crop seasons, when the price of rice is normally high. Furthermore, floods, the civil war and the closure of the port indicated possible shortages. Theses, coupled with the speculative practices of rice merchants, resulted in fantastic increases in the cost of rice.

At the same time, the exchange rates for *Jen Min Piao* were held at unrealistic levels. In terms of United States currency, rice normally sells for from $5 to $7 per picul. The price has risen to as high as U.S.$25 per picul since the advent of Communist forces. Workers received greatly enhanced incomes for a short period, but the higher cost of producing other goods and services was one of the prime factors in bringing other prices into line with rice. After nearly three months, the workers find they are little, if any, better off. The linking of wages to rice, the closure of the port, and a low exchange rate have resulted in high prices, in terms of hard currencies.

Although prices of all commodities essential to maintain the standard of living of Chinese workers rose steeply following the change in administration, their purchasing power was largely protected by linking wages to rice. The following table indicates the prices of rice, cotton cloth, peanut oil and briquettes, established by the new regime as a "parity unit". The prices of these commodities are shown with the exchange rate of JMP to the United States dollar on the listed dates, for purposes of comparison:

Prices of Basic Commodities Increased

	U.S.$ to JMP	Rice Per Picul JMP	Cotton Cloth Per Bolt JMP	Coal Briquettes Per Picul JMP	Peanut Oil Per Picul JMP
June 1	780	4,800	6,900	770	13,900
June 8	1,480	9,300	8,600	1,750	26,000
June 15	1,700	13,000	13,800	2,400	34,000
June 22	1,650	12,400	14,950	2,200	36,500
June 29	1,650	22,000	16,100	2,600	36,500
July 6	1,800	27,500	20,000	4,700	55,000
July 13	1,850	30,500	23,600	4,700	70,000
July 20	2,000	48,000	26,700	7,000	80,000
July 27	2,100	49,000	27,300	7,000	80,000
August 3	2,200	53,000	28,200	7,000	73,000
August 10	2,250	47,000	28,000	7,000	67,000
August 17	2,250	41,000	27,250	7,000	60,000
August 24	2,250	38,000	26,300	7,000	57,000
August 31	2,250	41,000	29,700	7,000	58,500

Other costs, particularly of utilities, have risen substantially since May 24, power, gas, water, tram and bus fares being on a much higher level than before the Communist forces assumed control of Shanghai.

The living costs for foreigners and wealthier Chinese enjoying similar standards have risen to an even greater extent, the general index for British salaried employees, published by the British Chamber of Commerce, indicating an increase of 15·64 times between May 31 and August 12. The unrealistically low exchange rate accounts for this steep rise in the cost of living. As prices have generally followed the rice spiral, while the exchange rate remained relatively stable, foreigners dependent on hard-currency salaries have been in a difficult position.

The position of the British community, dependent on sterling, should be noted in particular. Unfortunately, the change in administration coincided with a sudden drop in the cross rate for sterling, as against that for United States dollars, and has fallen as low as U.S.$2.50 to the pound sterling. Consequently, the JMP rate for sterling is only two and half times the United States dollar rate, instead of the former cross rate in China of three to one, to say nothing of the London rate of four to one. The

heavy drain on reserves by the British, the largest foreign group and the largest foreign employers of labour, is particularly severe, and cannot be continued indefinitely. Prices for certain basic foodstuffs, shown with the exchange rate of JMP to the United States dollar, are shown below:

Prices of Basic Foodstuffs Fluctuate

	U.S.$ to JMP	Eggs Per 100 Pcs. JMP	Butter (Local) Per lb. JMP	Potatoes Per 100 lbs. JMP	Beef Per lb. JMP	Chicken Per lb. JMP
June 1	780	3,000	1,500	3,000	600	550
June 8	1,480	3,000	1,500	3,000	600	550
June 15	1,700	3,500	2,400	3,000	800	550
June 22	1,650	3,000	2,800	2,800	640	550
June 29	1,800	3,500	2,800	3,000	640	600
July 6	1,800	3,500	4,800	3,500	800	620
July 13	1,850	4,500	4,800	4,500	1,000	900
July 20	2,000	5,000	7,200	8,000	1,060	850
July 27	2,100	9,000	12,000	15,000	1,200	980
August 3	2,200	12,000	14,400	15,000	1,200	1,100
August 10	2,250	11,000	14,400	15,000	1,400	1,600
August 17	2,250	10,000	18,000	12,000	1,300	1,400
August 24	2,250	9,500	12,000	12,000	1,200	1,200
August 31	2,250	8,000	12,000	10,000	1,000	1,200

Closure of Port Influenced Prices

The closure of the port has obviously influenced price rises to a considerable extent and particularly in many lines of interest to the foreign community. Although stocks of imported foodstuffs, clothing, liquor, etc., still seem plentiful, the fact that these cannot be replenished in the foreseeable future has created speculative prices. For example, coffee runs about the equivalent of U.S.$2 to U.S.$3 per pound, milk powder at U.S.$3 to U.S.$5 per pound and imported tinned butter as high as U.S.$8 per pound, etc.

The price of beverages has similarly risen to very high levels. Scotch, Canadian and American whiskies are quoted at prices ranging from $12 to $25 per bottle. Locally made beer has touched $4 per case of one dozen and Coca Cola has ranged from 20c to 30c a bottle.

The linking of wages to rice has affected the individual's cost of living in the case of house servants. An average household maintains a cook-boy, coolie, and washamah. At present prices, a month's wages amounts to approximately U.S.$160 per month. Formerly, a similar staff in terms of hard-currency received approximately $40 to $60 per month.

Car operation has become prohibitively expensive for more than half the car owners of the city. The licence fee for three months is equivalent to $150, and gasoline is currently selling at JMP 6,000, or nearly $3 per gallon. Of this amount, JMP 1,700 represents the cost and duty and the balance is collected for the newly formed Petroleum Products Distribution Organization, of the Military Control Commission.

Chauffeurs' wages, which formerly, in terms of hard currency were from U.S.$30 to U.S.$40 per month, now run from $85 to $115 per month. Car insurance, an absolute essential, has always been expensive, and full coverage remains at about $225 per year. In other words, at prevailing rates, the annual outlay for a motor car, covering licence, chauffeur and insurance, amounts to about U.S.$2,000; before a gallon of gasoline has even been purchased.

The high cost of wages, food, drinks and taxes have made club life equally expensive. The national clubs in Shanghai are a major outlet for the foreign community, as centres of sport and social intercourse. Monthly subscriptions and the higher costs of chits are forcing many resignations. Medical expenses, always high in Shanghai, have also risen,

China—Traffic in Shanghai at the corner of Kiangsi and Foochow Roads.

hospitalization in a first-class room having increased from U.S.$12 last May to U.S.$36 in July. The wages for a Chinese boy have jumped from U.S.$16 a month in May to U.S.$92 a month in July.

Inflation in Other Areas Less Severe

Prices in Shanghai have apparently risen more than in other areas taken over by the Communist forces. In Tientsin and Peiping, where wages were linked with millet, which is plentiful, no substantial increase in wages has occurred. Furthermore, shipping has been able to enter the northern ports, and a higher exchange rate prevails. In Nanking, where many costs have always been lower than in Shanghai, prices are still below those prevailing in this city. Wages in Nanking were not linked to any commodity, but remained on the same basis, whereas the price of rice in that area has increased by only fifty per cent of that in Shanghai.

Although it is anticipated that the cost of living will remain high, at least until the exchange rate reaches a more realistic level and the port is reopened, rice has latterly shown a fairly substantial price decline. Further decreases may be expected with the arrival of a new crop.

Bauxite Production in Surinam at All-time High

Port-of-Spain, September 28, 1949.—(FTS)—Bauxite production in Surinam in 1948 totalled 2,120,000 long tons, an increase of 20 per cent over the 1947 output and 28 per cent higher than the peak wartime output. Production in Surinam exceeded that of neighbouring British Guiana for the first time. Almost the entire output of the two producers was exported to the United States.

Japan Restores Trade Mark Rights by Direction of the Occupying Powers

Ruling applies to trade marks of nationals of countries formerly at war with Japan, cancelled, invalidated or lapsed—Directive also applies to trade names.

By J. C. Britton, Commercial Representative, Canadian Liaison Mission

(Editor's Note—Canadian firms interested in the restoration of their trade mark rights in Japan should send all particulars to Mr. Britton, who will forward requests to the Civil Property Custodian of SCAP for investigation.)

TOKYO, September 15, 1949.—Trade mark rights have been restored to countries formerly at war with Japan, in accordance with a directive issued by the Supreme Commander of the Allied Powers (SCAP). This ruling applies to trade marks which, at the outbreak of hostilities, belonged to the nationals of countries then at war with Japan, and since cancelled, invalidated or that have lapsed by reason of the expiration of the term. These rights will be revalidated and restored, on request of the former owners or their successors, without payment of fees. They will remain in force from the date of restoration for a period equivalent to the period of protection to which they were still entitled at the time hostilities commenced.

Provision is also made for prewar pending-applications for registration of trade marks, demands for trials, or appeals against rejection of claims for registration of trade marks of nationals of countries at war with Japan on which final action had not been taken at the outbreak of hostilities. These, on request, will be declared null and void and the status of the applications will be considered to be the same as at the outbreak of hostilities. Similar provision will be made in respect of applications, demands for trials, or appeals made for such nationals after the outbreak of hostilities.

Nationals of countries at war with Japan, who had filed the first application for a trade mark in any country not earlier than six months before the outbreak of hostilities, may apply for corresponding registration in Japan with rights of priority on such applications based on the date of first filing of the application.

Right of Trade Mark Cancellation Registered in Japan

Nationals of countries, members of the United Nations, may apply to the Japanese Patent Agency for the cancellation of registrations of any trade marks registered in Japan, which so resemble marks or names previously used by the applicants as to be likely to cause confusion or to deceive purchasers. If, on investigation, the Japanese Patent Agency finds the facts presented by the applicants to be correct, the trade mark registrations will be cancelled and applicants' trade marks registered, if desired.

The Japanese Government has been instructed to prevent the registration in Japan of marks or trade names which are confusingly similar to marks or names of foreign nationals which are in general use elsewhere and well known in Japan. Furthermore, positive steps are to be taken to assure that merchandise manufactured in, or exported from, Japan is not marked to suggest that it was manufactured elsewhere than in Japan or to convey a false impression as to quality, quantity or content.

The provisions of the directive apply, in addition to trade marks, to trade names and to commercial or corporate names or marks. Applicants desiring to present requests for trade mark restoration, or for any other action under the terms of the directive, are allowed a period of one year, or a further reasonable period, if circumstances necessitate, to file applications.

Eighteen Expeditions Will Seek Whales During Summer Season in Antarctic

Expected that catch will approximate 30,000, and that value of whale oil, meat and by-products will be in excess of £30,000,000—Armada of three hundred ships, with 12,000 of a crew, participating in hunt.

By S. G. Tregaskes, Assistant Commercial Secretary for Canada

CAPE TOWN, October 20, 1949.—Eighteen expeditions to the Antarctic during the forthcoming season are expected to bring back some 30,000 whales. The flotilla will consist of ten Norwegian whaling factory ships, three British, two Japanese, one Dutch, one Russian and one South African. In addition, one British, one Argentine and one Norwegian shore whaling stations are planning to operate in the South Georgia area. Each factory ship is attended by from ten to seventeen whale catchers, each employing crews of from twelve to seventeen men.

Besides the eighteen factory ships and approximately two hundred and forty whale catchers, buoy, tow and ferry boats, thirty-six tanker transports and six refrigerated meat ships will act as auxiliaries, forming an armada of no less than three hundred ships, manned by twelve thousand men. These vessels will remain in southern waters from December 22 until the provisional closing date for the season, which has been set for April 7, 1950. The tankers and refrigerated meat ships contact the expeditions periodically during the season to supply provisions and deliver mail, returning from the whaling areas with cargoes of whale oil and meat.

It is anticipated that the catch will be in the vicinity of 30,000 whales, and that the oil, meat and by-products will be valued at more than £30,000,000. Each expedition aims to surpass the postwar record yield of 205,000 barrels of whale oil, established by the British factory ship "Southern Venturer", in 1947. It is doubtful whether any expedition will exceed the all-time record of 240,000 barrels, however, achieved by a Norwegian factory ship in 1932.

Thirteen of the expeditions will make Cape Town their last port of call and one will set forth from Durban for the whaling area. Two will sail from Australia and two from South Georgia. Cape Town and Durban will be busy during the next seven weeks, victualling, servicing and fuelling the factory ships and their auxiliaries. In addition, many of the whalers winter in South African ports, in order to save the expense of a 12,000-mile return voyage to Europe, approximately fifty having wintered in these waters this year. It is estimated that each whaler spends around £4,000 for refitting, stores and repairs. The revenue derived by ship chandlers, marine engineering firms and machine shops in South African ports during the off-season should be in the vicinity of £200,000. British, Norwegian and Dutch whalers have wintered in this port during the past season, their number being limited only by the berths available. Part of the Norwegian whaler fleet was serviced and repaired during the last six months in German shipyards, due to inadequate facilities in South African ports.

France Imports Large Quantities Of Fish to Meet Domestic Needs

Annual production of from 300,000 to 330,000 tons insufficient to meet market requirements—Imports of 45,000 tons from foreign and Empire sources necessary—Artisanal character of French fishing industry, and decreasing number of fishermen responsible for low production.

By J. P. C. Gauthier, Assistant Commercial Secretary for Canada

PARIS, September 14, 1949.—Domestic fish consumption in France averages between 20 and 25 pounds per year per person. Despite this rather low figure, the French annual production of from 300,000 to 330,000 tons does not meet market requirements, necessitating imports of 45,000 tons from foreign and Empire sources.

The artisanal character of the French fishing industry and the decreasing number of those engaged in this activity are factors which have most contributed to the lack of expansion in production. A force of 75,000 fishermen produce 300,000 tons in France, while 32,000 in Britain obtain 1,000,000 tons. However, modernization of methods and better training facilities for the fishermen, coupled with developments of the fish canning industry in Morocco, will improve the standards of production.

Prewar imports of fish into France were largely from European countries. Norway, Holland and the United Kingdom were the main suppliers of fresh, salted, dried and smoked fish. Relatively small quantities were imported from the French Empire. Canada occupied second place in the importation of canned fish.

In the postwar years, characterized by the acute shortage of foreign exchange, France has restricted her imports of fish from foreign sources to those countries with whom bilateral agreements have been signed, while developing and increasing her imports from the French Union.

French Imports of Fish

	1938	1947	1948
		Metric tons	
Salted, Dried and Smoked Fish			
Total	10,078	11,416	10,608
Morocco	359	6,654	3,073
Algeria	707	3,549	2,454
Denmark	....	....	1,800
Norway	3,056	662	1,378
Netherlands	1,906	....	997
Portugal	....	61	....
Fresh Fish			
Total	11,347	15,687	15,755
Denmark	....	....	5,221
Norway	1,888	4,909	3,890
Iceland	....	2,388	2,597
Benelux	1,845	3,451	....
Netherlands	1,945	1,970	....
United Kingdom	5,366	....	....
Fish, Canned or Preesrved			
Total	23,731	12,269	25,412
Morocco	6,243	4,135	18,428
Algeria	2,104	....	2,478
Norway	....	....	87
Benelux	....	....	49
Portugal	6,885	3,032	....
Iceland	....	2,604	....
Canada	3,741	....	....

The importance that Morocco has gained in the postwar years in supplying the French market with salted, dried and smoked fish, and particularly canned fish, is very noticeable. French capital has taken a keen interest since the war in developing the fishing and canning industry in that country.

Owing to these developments, it is estimated that the French Union will supply approximately 95 per cent of the canned fish imported into France in 1949, and 50 per cent of the imports of smoked, dried and salted fish.

On the other hand, traditional channels of trade were resumed, and imports of fish from European countries were very much taken into account when France entered into commercial agreements with other countries. Agreements in force during 1948 and 1949, provide for imports of fish as follows:

French Imports of Fish by Agreements

Salted, Dried, Smoked Fish:	Value	Tons*
Denmark	500,000 krone	625
Spain	19,000,000 francs	500
Norway	3,750,000 krone	4,500
Fresh Fish:		
Denmark	3,000,000 krone	2,600
Spain	100,000,000 francs	1,700
Norway	11,750,000 krone	9,600
Canned Fish:		
Norway	500,000 krone	135
Sweden	1,000,000 krone	419

* The above statistics relating to volumes are approximate; import values only being known, volumes have been obtained by converting foreign values into francs and by applying the latter to the average value per ton of imports in 1948.

On this basis, the statistics show that bilateral agreements will provide for 50 per cent of the French imports of salted, dried and smoked fish and 85 per cent of the French imports of fresh fish.

The present pattern of fish imports will not materially change, as long as a shortage of foreign exchange exists, and a resumption of imports of canned fish from Canada is still in the indefinite future.

Canadian Dollars Acceptable from Italy for Exports

Trade between Canada and Italy may be carried on in future on either a United States dollar or a Canadian dollar basis. Heretofore exporters shipping to Italy have been required to obtain payment in United States dollars. Under arrangements made with the Italian authorities, Italy is being designated as a "special arrangement" country, as from November 1. Consequently, Canadian dollars will also be acceptable in payment for exports to Italy.

The arrangements also will enable Canadians to obtain permits through their banks for the expenditure of any reasonable amounts of Canadian dollars for travel to Italy. Italy is thus placed on the same basis, so far as Canadian travellers are concerned, as France, Belgium, Luxembourg, the Netherlands, Norway, Sweden, Switzerland, and countries in the sterling area.

Previously, travel expenditures in Italy were in practice made in United States dollars and were therefore limited by the travel ration of $150 U.S.

Economic Situation in Cuba Aided By Strengthened Sugar Market

Downward trend continues, however, substantial declines in value of imports and exports being reflected in drop of government revenues—Retail sales decreased due to lower prices — Industrial picture spotty — Smaller sugar crop expected next year.

By A. W. Evans, Commercial Secretary for Canada

HAVANA, September 30, 1949.—Strength of unexpected proportions in the sugar market has improved the economic situation in Cuba. However, the downward trend has continued, substantial declines in the value of imports and exports being reflected in a drop in government revenues. Retail sales have decreased, not so much due to the smaller volume, as to the lower unit prices. More costly items, such as radios, refrigerators, furniture and automobiles were hardest hit. Bank clearings have declined.

The negotiation of a loan of $100,000,000 from the United States for essential public works now in process should offset, to some extent, the deflationary effect of next year's expected smaller sugar crop. While it is too early for anything approaching an accurate forecast, a preliminary estimate has been made of 4,500,000 long tons, or nearly 600,000 long tons under the last crop.

Drilling for oil commenced in August when the Cuban Oil Company started its first deep test well in the Bay of Cardenas, Matanzas Province. Considerable interest is being shown in the development of Kenaf, a fibre which it is hoped, in time, will enable Cuba to manufacture its own sugar bags.

Labour continues to be restless, fighting layoffs and even demanding higher wages. Bank employees have recently been given another increase, their fifth increase in recent years by Government Decree, in the face of a drop in the cost of living for the average Cuban and decreased profits. This increase is expected to set off a chain of demands in other sectors.

The industrial picture was spotty, with some industries producing at a high level, while others were feeling the effect of the contracting economy and the competition of lower-priced imports. Particularly badly hit was the textile industry which, although it had recovered from the low level of earlier this year when many factories were forced to close entirely, was still operating at around 50 per cent of capacity or less.

Canadian Exports to Cuba Increased

Canada's exports to Cuba show an increase, in opposition to the general trend, due mainly to increased exports of flour and fish products. However, flour exports may decrease when the new flour mill, presently under construction, reaches completion. According to figures published by the Dominion Bureau of Statistics, Canada's exports to Cuba at the end of July, 1949, totalled $7,177,002 as against $6,293,474 for the similar period of 1948.

With weather generally favourable, crop conditions are normal. As previously mentioned, a smaller sugar crop is expected. That will be due in part to the after-effects of last year's drought as well as to the lack of new plantings.

Supplies of fresh meat and milk are plentiful, with the seasonal peak approaching. Rice harvesting has begun, while the corn crop is nearly completed.

As figures became available, a drop in the value and volume of foreign trade was apparent. Imports for the period January to April, 1949, were valued at $173,097,157 compared with $191,021,805 last year, while for the same period exports were $186,660,110 as against $263,959,636.

Customs revenues to the end of July, 1949, were $22,232,745, some 16 per cent less than the corresponding seven months of 1948 ($26,690,344) showing that the sag in foreign trade had not been arrested.

Imports of Foodstuffs at Same or Higher Levels

Volume of imports of foodstuffs were at the same or higher levels, but most other categories had decreased. Truck chassis, electric refrigerators and radios were among those items which suffered most. Export figures merely outlined the effect of the substantially smaller sugar crop.

General budget revenues to the end of July amounted to only $108,528,353 in comparison with last year's corresponding figure of $141,209,346. A budget deficit of $70,000,000 has been estimated. The government is considering means of increasing revenues, but a considerable deficit cannot be avoided.

The central bank will not commence operations until December or January, instead of its formerly scheduled date of September 1 of this year. The delay is caused by the time necessary to get the building in order, the training of its staff and the printing of the new bank note issue.

Bank clearings to August 31 amounted to $1,639,115,274 as against $1,787,798,278 to the end of August, 1948. Amount of money in circulation at the end of July had dropped from $563,533,052 to $545,163,805 or 3 per cent less than the corresponding period last year.

Residential building continues to boom, keeping its suppliers fully occupied. This is in sharp contrast to industrial construction and public works. Successful negotiation of the proposed $100,000,000 loan should bring the latter to near-record levels. Building permits issued in Havana Province totalled $19,086,896 for the first seven months of this year, 13 per cent below the figure for the same period in 1948 of $21,939,872.

A close eye should be kept on future developments in view of the numerous conflicting factors. Among the principal items which will affect the economy over the next few months are the size and market prospects of the next sugar crop, the successful negotiation of the $100,000,000 loan, the attitude of the government towards labour and the financial problems which it now faces.

The Cuban economy, however, should continue in a strong position for some months to come, and the successful marketing of this year's entire sugar crop at remunerative prices has somewhat improved future prospects.

Coal Output in the Netherlands Higher in August

The Hague, September 20, 1949.—(FTS)—Coal output in August increased to 984,200 tons from 982,400 tons in July. In 1945, the average monthly output was 425,000 tons, but production in prewar years averaged over 1,000,000 tons per month. The prewar figure has not yet been reached, due to lower labour productivity and a shortage of miners. August imports of coal were 357,000 tons, including 18,800 from the United States, 164,300 tons from Germany, 99,500 tons from Poland and 74,400 tons from Great Britain.

Argentina Competes with China as Source of Supply for Tung Oil

Prewar production of less than 1,000 tons mainly consumed locally—Cutting off of supplies from the Orient encouraged large plantings—Productive area well suited to cultivation of tung—National Tung Committee established to assist industry.

By W. G. McCullough, Commercial Secretary for Canada

(Agricultural Specialist)

BUENOS AIRES, July 26, 1949.—Before the recent war, tung production in Argentina was under a thousand tons per year and was sold mainly in the home market. However, when war cut off supplies from the Orient and new sources of supply were sought in this hemisphere, impetus was given to Argentine production. Large numbers of trees were subsequently planted but, as it takes seven years for trees to mature, little gain in production is shown in the latest official statistics, and it is only now that the increase in groves will be reflected in production. In 1947 it was officially estimated that 43,380 hectares (of 2·47 acres) were planted with tung trees.

Tung Crop and Oil Production

	Harvested Metric tons	Crushed Metric tons	Oil obtained Metric tons	Yield Per Cent
1935	66	33	9	27.3
1936	78	39	8	20.5
1937	74	37	11	29.7
1938	242	121	33	27.2
1939	722	361	99	27.4
1940	958	479	139	29.0
1941	552	276	58	21.0
1942	1,478	739	234	31.6
1943	4,612	2,306	812	35.2
1944	2,382	1,191	377	31.7
1945	12,782	6,391	1,965	30.7
1946	5,000	2,500	750	30.0

(It is noted that production is cyclical, with a sharp drop approximately every five years.)

Up to 1936 it was estimated that Argentina consumed an average of 130 metric tons of tung oil per year but, with the development of the local paint industry, home consumption has risen, and recent figures place it at about 400 metric tons.

World shortages, which became particularly marked during the early forties, encouraged production in Argentina, and plantings almost tripled from 1941 onward.

Annual Plantings of Tung Trees

	No. of Trees
1928-37	492,650
1938	258,613
1939	203,864
1940	384,126
1941	943,511
1942	1,388,215
1943	2,589,333
1944	4,094,339
Total	10,354,651

The agricultural survey of 1944 reported plantings of an average of 239 trees per hectare.

In the absence of comparative statistics, it is not possible to compare Argentine yields with those of other production areas and thus assess the economic position of tung growing in this country. It is reported among planters in Misiones that yields follow the pattern given below:

Pattern of Tung Yields

Groves of 3 years	300 kilograms per hectare
Groves of 4 years	500 kilograms per hectare
Groves of 5 years	1,300 kilograms per hectare
Groves of 6 years	2,100 kilograms per hectare
Groves of 7 years and upward	2,300 kilograms per hectare

This last figure is calculated as a five-year average on the following basis: two good harvests at 3,500 kilos per hectare, two fair harvests at 2,000 kilos and one poor harvest at 500 kilos.

The territory of Misiones is particularly suited to the cultivation of tung and resembles in climate and topography Hong Kong and Indo-China, the centres of this industry in the Orient. The difference between summer and winter is about 12° C, which is favourable to the tung tree, as it needs a period of inactivity of three to four months. There is danger of late frosts during September and October, which is blossom time.

The Ministry of Agriculture has three experimental stations in Misiones, which, however, are just getting under way and have not as yet accomplished much in the improvement of varieties. The main object at the moment is to develop a tree which will bud later and thus avoid danger of frosts.

To date, any statistical information and selective work has been done by private planters and companies and, as a consequence, there is little uniformity, and yields vary greatly.

Apart from the need for new varieties especially adapted to this region, greater facilities will have to be provided for processing near the place of cultivation, if tung production is to be placed on an economic basis. Crushing plants in Misiones and the neighbouring province of Corrientes have capacity for only 6,800 tons of seed and will prove inadequate when production becomes heavier. Tung which cannot be handled locally has to be carried by river boat to the territory of Chaco or even to Buenos Aires, and 85 per cent of the cost of freight would represent merely the heavy shell.

National Tung Commission Established

In an attempt to cope with the problems presented by the growth of the tung industry in an isolated section of the country, and in order to encourage increased production, the National Tung Commission has been formed, composed of representatives of various government departments and entities. The authorities are particularly interested in fostering tung production as a source of dollars. According to a recent publication, before the war some 50,000 tons per year of tung oil were exported to the United States from China and, with the subsequent disorganization of the Chinese economy, Argentina is hopeful of filling part of the gap so created.

The minimum price to producers is 180 pesos per ton for nuts, bagged on launch at port of origin. The Instituto Argentino de Promocion del Intercambio (IAPI), the state trading agency, acquires oil from the processing plants at 2,200 pesos per metric ton. It is understood that stocks of tung oil held by IAPI are about 500 metric tons.

According to trade figures, exports of tung oil in 1948 were 2·2 metric tons as compared with 17·2 tons in 1947 and 1,486·1 tons in 1946.

Agriculture and Power Supply in Spain Were Affected by Drought

Severe restrictions imposed on households, commercial establishments and small industries, some of which now operate at night—Unfavourable trade balance prevails with all countries, but exports to Canada continue in excess of imports—Cost of living steadily rising.

By L. A. Campeau, Assistant Canadian Government Trade Commissioner in Portugal

(One peseta equalled $0.0916 Canadian before devaluation)

LISBON, September 1, 1949.—Power distribution to households, commercial establishments and small industries has been severely restricted, due to the current drought, and the provision of electricity during daylight and twilight hours has been practically halted. Production in some essential industries has been curtailed, and many small plants are operating at night. Agriculture has also been affected. Light rains have permitted fall plantings, but pasturage has been reduced, resulting in a weak market for livestock. Some products, such as grapes, corn and beans, have benefited from the dry season, and it is reported that prospects for the orange crop are favourable.

Spain had an unfavourable overall trade balance last year of nearly 300,000,000 gold pesetas. Exports were valued at only 61,145,000 gold pesetas as against imports valued at 129,261,000 gold pesetas. According to figures issued by the Dominion Bureau of Statistics, in Ottawa, Canadian exports to Spain in the past year were valued at only $596,118, whereas Canadian imports from Spain were valued at $2,586,163. Canada has had an unfavourable trade balance with Spain during the last three years. Fertilizers, capital goods and railway equipment are in great demand at this time.

Transport and Communications Adversely Affected

The most serious result of the Civil War in Spain is a deterioration in the transport system. Although the Spanish railways made a comparatively good recovery, there is still a shortage of rolling stock, local production of which has never been adequate. Spain has presently a productive capacity of some 40 locomotives and 2,000 wagons a year, being handicapped by shortages of iron and steel and also of certain special materials. The policy of the Spanish Government to keep the railways operating at full capacity has aggravated the transportation problem, because much of the equipment has been retained in service well beyond the time when it should have been scrapped. Current difficulties are also attributable to the use of inferior lubricants, the poor condition of the right-of-way and the lack of new equipment which cannot be purchased on account of Spain's shortage of foreign exchange. Plans are in hand to build new lines, much of the preliminary work having already been done.

Extensive plans for future improvement of road transport are also being prepared. The greatest problem, however, is a shortage of motor vehicles, especially of the commercial type.

The Spanish merchant fleet is apparently of sufficient size to carry almost all of Spain's exports and imports under the present restricted trade conditions. However, lacking the shipbuilding capacity to construct

additional vessels and also the foreign exchange to acquire them from abroad, any possibility of increasing Spain's merchant navy is remote.

Cost of Living Steadily Rising

The cost of living in Spain has been rising steadily during recent years, due mostly to the increase in food prices and transport difficulties. The cost of living index for March, 1947, was 421·2 (July, 1936, equals 100), and for the same month of 1948 had increased to 456. The cost of living in Spain is now five or six times higher than before the Civil War.

Hours of work in Spain continue to be regulated by the law of 1931, and in most cases the working day is eight hours. New labour regulations, introduced two years ago, provided for increases of 25 to 30 per cent in wages and laid down rules governing promotion and discipline of workers. Unemployment is not a serious problem in Spain. Industry accounts for the highest percentage of unemployed, and there is, in fact, a shortage of skilled workers.

As in most countries, Spain's national budget has progressively increased in recent years. For some time receipts have failed to keep pace with expenditures, and it had been necessary to fill the gap by borrowing. On the estimates for 1948, 15,196 million pesetas was provided for expenditures and 15,115 million pesetas for revenue, leaving a deficit of 81 million pesetas. The government, for the first time for many years, has tried to cut down budgetary deficits, but it has been impossible to stop the upward trend of expenditure.

Internal Debt Almost Doubled

The Spanish internal debt has almost doubled in the last seven years and reached approximately 50,000 million pesetas by the end of 1947. The external debt remained almost unchanged until 1945, when repayment of the external redeemable loan, amounting to $50 million, which is to be completed by 1960 in annual amounts of not less than $2 million, began to put a serious strain on Spain's limited dollar reserves. Due to the rising cost of living, it has been necessary to increase note circulation repeatedly during the last three years.

Because of the growing difficulties of maintaining exports in the face of rising prices, Spain adopted a variety of expedients, including compensation "combined account" operations, but nevertheless the prices of an increasing number of Spanish commodities have been reaching levels which, at the official rate of exchange, place them at a disadvantage in world markets. A tourist rate of exchange has also been introduced, followed by the establishment of a special rate of exchange for imports and exports.

Fertilizer Plant in Ceylon Planned

Bombay, September 12, 1949.—(FTS)—Ceylon is planning the erection of a fertilizer plant, the estimated cost of which will be $8,000,000. An engineer from the United States is adviser to the government on this project. It is proposed to produce some 50,000 tons of ammonium sulphate per year. This figure represents Ceylon's annual requirements of ammonium sulphate and kindred inorganic fertilizers.

(Editor's Note—Ceylon did not import any ammonium sulphate fertilizer from Canada last year, but purchased ammonium phosphate to the value of $11,250, and other manufactured fertilizers to the value of only $90. No fertilizer was exported by Canada to Ceylon during the first six months of this year.)

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following offices in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brockville—Chamber of Commerce.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Edmonton—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.
Gananoque—Chamber of Commerce.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kingston—Chamber of Commerce.
London—Chamber of Commerce.
Moncton—Board of Trade.
Montreal—Montreal Board of Trade.
Quebec City—Board of Trade.
Regina—Chamber of Commerce.
Saint John—Board of Trade.
Sarnia—Chamber of Commerce.
Saskatoon—Board of Trade.
Sherbrooke—Chamber of Commerce.
St. Catharines—Chamber of Commerce.
St. John's—Department of Trade and Commerce, Stott Building.
Toronto—Canadian Manufacturers' Association.
Vancouver—Department of Trade and Commerce, 355 Burrard Street.
Victoria—Department of Trade and Industry.
Welland—Board of Trade.
Windsor—Chamber of Commerce.
Winnipeg—Canadian Manufacturers' Association.

L. H. Ausman, Canadian Government Trade Commissioner in Leopoldville, has returned home on leave, and is now touring Canada from coast to coast, to meet businessmen interested in trading with the Belgian Congo, Angola and French Equatorial Africa.

Winnipeg—November 7.
Swift Current—November 9.
Calgary—November 10.
Vancouver-Victoria—November 12-18.

C. J. Van Tighem, Commercial Secretary for Canada in Lima, Peru, has returned home on leave and is touring Canada, discussing with businessmen the further development of trade with Peru and Ecuador. On conclusion of his stay in Canada, Mr. Van Tighem will proceed to São Paulo, Brazil, as Canadian Government Trade Commissioner, succeeding Mr. J. C. Depocas in that post.

St. Catharines—November 7.
Welland—November 8.
Toronto—November 9-19.
Batawa-Deseronto—November 21.
Kingston-Brockville—November 22.
Ottawa—November 22-23.
Pembroke-Douglas—November 24.
New York City—November 27.

Paul V. McLane, Commercial Secretary for Canada in New Zealand, will complete his tour of Canada by a visit to Vancouver from November 21 to 30. He will be available to discuss with businessmen conditions in New Zealand, Fiji and Western Samoa.

L. S. Glass, Canadian Government Trade Commissioner in Lisbon, Portugal, has returned home on leave, and is touring Canada, discussing with businessmen in many of the leading centres trade conditions in Portugal, Spain and other areas in his territory, such as the Azores, Madeira, Spanish Morocco, the Canary Islands and Gibraltar.

Montreal—October 24-November 8.
Ottawa—November 10.

E. H. Maguire, Commercial Secretary for Canada in Santiago, Chile, has returned home on leave, and is making a tour of Canada, discussing with businessmen trade conditions in Chile and Bolivia.

Brantford—November 7	Montreal—November 15-26
London—November 8	Quebec City—November 28
Windsor—November 9	Saint John—November 30
Sarnia—November 10	Halifax—December 2
Kingston-Gananoque—November 14	Ottawa—December 5-12

High Production Standards Maintained By Sawmills in Finland and Sweden

Visitors impressed with machinery used and methods applied, care and exactitude of manufacture—Absence of waste due to complete integration of industry.

By R. D. Roe, Commercial Secretary for Canada (Timber Specialist)

LONDON, August 23, 1949.—Canadian visitors to sawmills in Finland and Sweden are impressed with the machinery used and methods applied, the care and exactitude of manufacture and the complete integration of the industry with the resultant absence of waste.

The principle employed in all Scandinavian export mills is frame sawing, both for thickness and width, with edgers only to edge those boards resulting in the first cut under the slab. Resawing and remanufacture is confined to trimmer ends, and takes place in the box factory. A mill, cutting 250,000 feet per day in two shifts, has four jack ladders, each supplying logs to one set of frame saws.

Great care is taken to sort the logs before they enter the sawmill. Each diameter, sorted to the nearest half-inch and by species, is guided into separate stalls in the log pond. A full shift run will be made on each set of frames with logs of one diameter and only one species is sawn in the mill at one time. The size of logs varies slightly in different parts of the country, but the average is about 24 logs to 1,000 feet, sawn measure.

Accurate sawing is considered essential by management and employee alike. Allowance for shrinkage is carefully calculated, and automatically compensated for in the set of all machines.

Lumber Reaches Customer in Perfect Condition

One reason for the high world reputation of Scandinavian production is the perfect condition of the lumber when it reaches the consumer. It is dried to 18 to 20 per cent moisture content; it is full to size when dry; it is clean, well graded, smoothing trimmed; and it is trade and grade marked. This procedure is partially window dressing, but pays dividends in the form of good prices and repeat orders. Great care is taken with piling for seasoning. All lumber is rough trimmed in the mill before piling, but is always re-trimmed on both ends just before shipment.

At all the mills visited there was no waste. Trimmer ends with any meat in them whatever went to a box factory; slabs and edgings and small ends were chipped for pulp. As most logs are barked in the woods to improve their floating properties, the slabs and edgings were all ready

for the chippers as they came from the saws. The sawmill waste, in the form of raw material for the pulp mills, is usually transported from one to the other by overhead cable transfers with travelling buckets.

Sawmill and woods waste is converted into innumerable products, depending on the type of integration at the individual mill. These consisted of ground pulp, sulphate pulp, talloil, charcoal, various creosote oil derivatives and acids, vinegar, soap and schnapps.

Trade and Tariff Regulations

Canadian Tariff on Hydrogenated Tallow and Fish Oils Changed

Effective from September 1, 1949, to June 30, 1950, hydrogenated tallow and hydrogenated fish oils, when imported by manufacturers of fatty acids and glycerine for use exclusively in the manufacture of such products in their own factories, will be accorded the following tariff treatment: British preferential tariff, free; most-favoured-nation tariff, free; and general tariff, 20 per cent.

Canadian Tariff Change Announced for Woven Fabrics

Effective from August 1, 1949, to July 31, 1950, woven fabrics, wholly, or in chief part, by weight, of silk, imported in the web in lengths of not less than five yards each, for use exclusively in the manufacture of neckties, scarves, or mufflers, will be accorded the following tariff treatment: British preferential tariff, 15 per cent; most-favoured-nation tariff, 15 per cent; and general tariff, 20 per cent.

Regulations Governing Commercial Entrants Into Japan Relaxed

Tokyo, October 20, 1949.—(FTS)—Regulations governing the entry of private commercial entrants into Japan have been further relaxed, effective immediately. Entry permits issued to commercial entrants are valid for an indefinite stay in Japan provided the entry is accomplished within six months of the date on which it is issued The previous regulations limited the validity of entry permits for commercial entrants to sixty days.

The use of trade service hotels has also been further expanded. The regulations previously provided that only two representatives from any private firm or enterprise could use trade service hotels at any one time. Now additional representatives from the same firm will be permitted entry requiring occupancy of trade service hotels, provided that such occupancy does not restrict the entry of other applicants. Dependents and clerical assistants of commercial entrants are also permitted to use trade service hotels on a temporary basis if such occupancy does not preclude the entrance of commercial entrants.

Travel has also been simplified for commercial entrants and the identification card issued at the time of entry is now the only authority required for travel within Japan.

Use by commercial entrants of recreational facilities, such as golf courses, tennis courts, swimming pools and libraries, may be authorized when application is made and approved by the operating agency.

Additional Exemptions Provided for Returning American Residents

Washington, October 25, 1949.—(FTS)—Residents of the United States may return home with $200 worth of goods, free of customs duty, every thirty days, provided they remain abroad for not less than forty-eight hours, and the goods are for personal or household use. The President of the United States today signed a bill increasing the figure from $100 to $200. In addition, a United States resident may return home with goods worth $300, free of duty, every six months, if he remains abroad for not less than twelve consecutive days.

Pakistan Announces Import Control Policy

Karachi, October 17, 1949.—(FTS)—Pakistan announced on October 13, 1949, import control regulations that will be in effect until June 30, 1950. Under these regulations, foreign countries have been divided into (*a*) the American Account Area, and (*b*) Other Countries, depending on payment requirements. The American Account Area comprises the United States, Dependencies of the United States, Canada, the Philippine Islands, Bolivia, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, Guatemala, El Salvador, Haiti, Honduras, Mexico, Nicaragua, Paraguay, Panama and Venezuela. All other countries, except Japan, Switzerland, Liechtenstein and India, which will be considered in a separate public notice, belong to the currency group outside the American Account Area. This group now includes Belgium, West Germany, Portugal and certain other countries formerly treated as falling within the hard-currency area.

Licences for imports from the American Account Area, first issued on or after July 1, 1949, and valid up to December 31, 1949, are automatically revalidated for shipment up to June 30, 1950. No fresh application for licences to import goods from the American Account Area will be accepted during this period, except for machinery and millwork, drugs and medicines and chemicals, for which application to import may be made at any time.

Australia Derives Large Revenue from Rabbits

Melbourne, July 2, 1949.—(FTS)—Australia exported rabbit skins valued at £A3,992,507 during the past year, this being the equivalent of 74·32 pence per pound. The United States was the largest buyer, having imported 11,423,877 pounds, or 88·82 per cent of the total production. The United Kingdom imported 445,560 pounds, or 3·46 per cent of the total; and Canada purchased 424,767 pounds, or 3·31 per cent of all the rabbit skins exported last year. Shipments to Canada showed an increase of 296 per cent over those in 1947.

DATA FOR EXPORTERS COMPILED

Information, of particular interest to Canadian exporters, concerning shipping documents and customs regulations of foreign countries, is being compiled by the Commercial Relations and Foreign Tariffs Division, Foreign Trade Service. Countries concerning which such information is now available in a revised form are: Cuba, Denmark, Dominican Republic, Egypt, Guatemala, Italy, Mexico, Netherlands Antilles, Nicaragua, Norway, Panama, Surinam (Netherlands Guiana), Sweden, Switzerland and Venezuela. Data on other countries will be made available from time to time.

Ocean-Going Sailing Schedules

Information contained in the following list of sailings is furnished by the steamship companies and agents concerned. This is the latest available, and is subject to change after *Foreign Trade* has gone to press.

The loading date and name of ship are not indicated in some instances, as information available is not sufficiently definite to mention the ship concerned. Exporters should seek further details from the operator or agent mentioned.

Ships loading within ten days of the publication date of this issue are not included.

DEPARTURES FROM MONTREAL

* Calls at Quebec. † Calls at Halifax several days later.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-South and East—			
Cape Town, Port Elizabeth, East London, Durban	November 10–20	*Jean*	Acadia Steamships
	November 25	*Norden*	Shipping Limited
	November 26	*Thorshall*	Kerr Steamships
Lourenço Marques, Beira, Mombasa	November 26	*Thorshall*	Kerr Steamships
Lourenço Marques	November 25	*Norden*	Shipping Limited
Argentina—			
Buenos Aires	November 14–18	*Bowgran*	Cunard Donaldson
Australia—			
Brisbane, Sydney, Geelong, Melbourne, Adelaide	November 18–23	*City of Delhi*	Montreal Australia New Zealand line
Belgium— Antwerp	November 13–20	*Mont Alta*	Montreal Shipping
	November 15–21	*Wanstead*	Cunard Donaldson
	November 19–25	*Rouen*	Furness Withy
	November 21	*Prins Maurits*	Shipping Limited
	November 21	*Grey County*	Canada Steamships
	November 22–29	*Tidaholm*	Swedish American
	November 24	*Carmelfjell*	Brock Shipping
	November 25	*Prins Willem Van Oranje*	Shipping Limited
	November 25	*Prins Alexander*	Shipping Limited
	November 30	*Ornefjell*	Brock Shipping
Brazil— Rio de Janeiro, Santos	November 14–18	*Bowgran*	Cunard Donaldson
Ceylon— Colombo	November 12–17	*City of Carlisle*	McLean Kennedy
Colombia— Barranquilla	November 10–17	†*Vigor*	Swedish American
Cuba— Havana	November 18	*Federal Pioneer*	Federal Commerce
	November 18–24	†*Vretaholm*	Swedish American

Destination	Loading Date	Vessel	Operator or Agent
Denmark—	November 18–19	*Helgasmith*	Montreal Shipping
Copenhagen	November 22	*Makefjell*	Brock Shipping
	November 22–29	*Tidaholm*	Swedish American
Dominican Republic—			
Ciudad Trujillo	November 19–21	*†Benny* (r)	Saguenay Terminals
Finland—			
Helsinki	November 22–29	*Tidaholm*	Swedish American
	November 19–25	*Rouen*	Furness Withy
	November 21	*Prins Maurits*	Shipping Limited
France—	November 21	*Grey County*	Canada Steamships
Le Havre	November 22–29	*Tidaholm*	Swedish American
	November 25	*Prins Willem Van Oranje*	Shipping Limited
	November 25	*Prins Alexander*	Shipping Limited
Marseilles	November 12–17	*Capo Vita*	Furness Withy
	November 13–20	*Mont Alta*	Montreal Shipping
Germany—	November 15–21	*Wanstead*	Cunard Donaldson
Hamburg	November 21	*Prins Maurits*	Shipping Limited
	November 25	*Prins Willem Van Oranje*	Shipping Limited
	November 25	*Prins Alexander*	Shipping Limited
Hong Kong	November 12–17	*City of Carlisle*	McLean Kennedy
	November 20–25	*Islandside*	March Shipping
India—			
Bombay	November 12–17	*City of Carlisle*	McLean Kennedy
Madras	November 20–25	*Islandside*	March Shipping
Calcutta			
Ireland—			
Dublin	November 19–23	*Fanad Head*	McLean Kennedy
Dublin	November 24	*Irish Cedar*	Shipping Limited
Cork			
Italy—			
West Coast Ports	November 12–27	*Capo Vita*	Furness Withy
Mexico—			
Veracruz	November 18–24	*†Vretaholm*	Swedish American
Tampico			
Veracruz	November 18	*Federal Pioneer*	Federal Commerce
Progreso			
	November 13–20	*Mont Alta*	Montreal Shipping
	November 15–21	*Wanstead*	Cunard Donaldson
	November 21	*Grey County*	Canada Steamships
Netherlands—	November 21	*Prins Maurits*	Shipping Limited
Amsterdam	November 22–29	*Tidaholm*	Swedish American
Rotterdam	November 24	*Carmelfjell*	Brock Shipping
	November 25	*Prins Willem Van Oranje*	Shipping Limited
	November 25	*Prins Alexander*	Shipping Limited
	November 30	*Ornefjell*	Brock Shipping
Netherlands Antilles—			
Curaçao	November 10–17	*†Vigor*	Swedish American
Curaçao	November 19–21	*†Benny* (r)	Saguenay Terminals
Aruba			
New Zealand—			
Auckland			
Wellington			
Lyttelton	November 14–20	*City of St. Albans*	Montreal Australia New Zealand Line
Dunedin			
Bluff			

Destination	Loading Date	Vessel	Operator or Agent
Northern Ireland			
Belfast	November 12–16	*Lord O'Neill*	McLean Kennedy
	November 21–25	*Ramore Head*	McLean Kennedy
Norway—			
Oslo	November 20	*Lyngenfjord*	Kerr Steamships
Stavanger	November 22	*Makefjell*	Brock Shipping
Kristiansand	November 22–29	*Tidaholm*	Brock Shipping
Bergen			
Trondheim	November 20	*Lyngenfjord*	Kerr Steamships
Pakistan—			
Karachi	November 12–17	*City of Carlisle*	McLean Kennedy
	November 20–25	*Islandside*	March Shipping
Puerto Rico—			
San Juan	November 10–17	†*Vigor*	Swedish American
	November 19–21	*†*Benny* (r)	Saguenay Terminals
Sweden—			
Gothenburg			
Malmo			
Norrkoping	November 22–29	*Tidaholm*	Swedish American
Stockholm			
Malmo			
Gothenburg	November 18–19	*Helgasmith*	Montreal Shipping
Stockholm			
United Kingdom—			
Avonmouth	November 14–21	*Norwegian*	Cunard Donaldson
Swansea	November 16–21	*Montreal City*	Furness Withy
Glasgow	November 12–20	*Laurentia*	Cunard Donaldson
Liverpool	November 12–16	*Lord O'Neill*	McLean Kennedy
	November 15–25	*Seaboard Queen*	March Shipping
	November 17–24	**Vardulia*	Cunard Donaldson
	Novmber 19–23	*Fanad Head*	McLean Kennedy
	November 21–25	*Ramore Head*	McLean Kennedy
	November 25	*Empress of France* (r)	Canadian Pacific
London	November 16–22	**Asia* (r)	Cunard Donaldson
	November 24	*Carmelfjell*	Brock Shipping
	November 27	*Beaverglen* (r)	Canadian Pacific
	November 30	*Ornefjell*	Brock Shipping
Manchester	November 16–19	*Manchester Progress* (r)	Furness Withy
	November 17–22	*Manchester Shipper* (r)	Furness Withy
Uruguay—			
Montevideo	November 14–18	*Bowgran*	Cunard Donaldson
Venezuela—			
La Guaira			
Maracaibo	November 10–17	†*Vigor*	Swedish American
Puerto Cabello			
Puerto Cabello	November 19–21	*†*Benny* (r)	Saguenay Terminals
La Guaira			
West Indies—			
Jamaica	November 24	**Canadian Conqueror*	Canadian National
Bahamas			
Antigua			
Barbados			
Bermuda			
British Guiana			
Dominica	November 13–22	**Alcoa Pennant* (r)	Alcoa Steamships
Grenada	November 18–25	*Lady Nelson* (r)	Canadian National
Montserrat			
St. Kitts			
St. Lucia			
St. Vincent			
Trinidad			

DEPARTURES FROM QUEBEC

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
United Kingdom— Liverpool	November 14–17	*Franconia* (r)	Cunard Donaldson

DEPARTURES FROM HALIFAX

* Calls at Saint John.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden— Port Aden	December 13–18	*Eurybates*	Cunard Donaldson
British Honduras— Belize	December 7–8	**Sundial*	Saguenay Terminals
Canal Zone— Cristobal	December 7–8	**Sundial*	Saguenay Terminals
Colombia— Barranquilla	December 10–16	**Svaneholm*	Swedish American
Cuba— Havana	December 7–8	**Sundial*	Saguenay Terminals
Egypt— Alexandria, Port Said, Suez	December 13–18	*Eurybates*	Cunard Donaldson
Guatemala— Puerto Barrios	December 7–8	**Sundial*	Saguenay Terminals
Indonesia— Batavia, Samarang, Soerabaya, Cheribon	December 13–18	*Eurybates*	Cunard Donaldson
Batavia, Soerabaya, Belawan-Deli	November 14–19	*Meredith Victory*	Isthmian Steamships
Israel— Tel-Aviv, Haifa	November 14–19	*Meredith Victory*	Isthmian Steamships
Malaya— Penang	November 14–19	*Meredith Victory*	Isthmian Steamships
Port Swettenham	December 13–18	*Eurybates*	Cunard Donaldson
Netherlands Antilles— Curaçao	December 10–16	**Svaneholm*	Swedish American
Puerto Rico— San Juan	December 10–16	**Svaneholm*	Swedish American
Singapore	November 14–19	*Meredith Victory*	Isthmian Steamships
	December 13–18	*Eurybates*	Cunard Donaldson
United Kingdom— Liverpool	November 12–17	*Nova Scotia* (r)	Furness Withy
	Nov. 27–Dec. 1	*Samaria* (r)	Cunard Donaldson
	Nov. 29–Dec. 3	*Newfoundland* (r)	Furness Withy
	December 17	**Beaverburn*	Canadian Pacific
London	December 22	**Beaverlake* (r)	Canadian Pacific
Southampton	November 24	*Aquitania*	Cunard Donaldson

DEPARTURES FROM HALIFAX—Concluded

Destination	Loading Date	Vessel	Operator or Agent
Venezuela—			
La Guaira	December 10–16	†*Svaneholm*	Swedish American
Maracaibo			
Puerto Cabello			
West Indies—			
Antigua	Nov. 29–Dec. 8	*A Ship*	Alcoa Steamships
Barbados	December 2–9	**Canadian Challenger*	Canadian National
Bermuda	December 13–22	*A Ship*	Alcoa Steamships
British Guiana	December 16–23	**Lady Rodney* (r)	Canadian National
Dominica			
Grenada			
Montserrat			
St. Kitts			
St. Lucia			
St. Vincent			
Trinidad			
Jamaica	December 6	*Canadian Cruiser*	Canadian National
Bahamas	December 22	*Canadian Constructor*	Canadian National

DEPARTURES FROM SAINT JOHN

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-South and East—			
Cape Town	December 3–13	*Calumet*	Elder Dempster
Port Elizabeth	December 15	*Morgenster*	Shipping Limited
East London	December 27	*Thorsisle*	Kerr Steamships
Lourenço Marques			
Beira			
Mombasa	December 27	*Thorsisle*	Kerr Steamships
Belgium—			
Antwerp	December 20	*Hada County*	Canada Steamships
France—			
Le Havre	December 20	*Hada County*	Canada Steamships
Netherlands—			
Amsterdam	December 20	*Hada County*	Canada Steamships
Rotterdam			
United Kingdom—			
London	Nov. 25–Dec. 2	**Valacia* (r)	Cunard Donaldson
Manchester	Nov. 30–Dec. 3	*Manchester Trader* (r)	Furness Withy

DEPARTURES FROM VANCOUVER

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-South and East—			
Cape Town	December 10	*Silveroak*	Dingwall Cotts
Port Elizabeth			
East London			
Durban			
Lourenço Marques			

Destination	Loading Date	Vessel	Operator or Agent
Argentina—			
Buenos Aires	December 5	*Ravnanger*	Empire Shipping
	December 8	*Mormacsun*	Balfour Guthrie
Australia—			
Sydney	November 16	*Sierra*	Dingwall Cotts
Melbourne	Early December	*Alameda*	Dingwall Cotts
Sydney			
Melbourne	December	*Kanangoora*	Empire Shipping
Adelaide			
Belgium—			
Sydney	December 16	*Aorangi*	Canadian Australasian
Antwerp	November 29	*Bio Bio* (r)	Gardner Johnson
	Late November	*Delftdyk*	Royal Mail Line
	December 28	*Washington*	Empire Shipping
Brazil—			
Rio de Janeiro	December 5	*Ravnanger*	Empire Shipping
Santos	December 8	*Mormacsun*	Balfour Guthrie
Canal Zone—			
Balboa	November 17	*Gunner's Knot*	Gardner Johnson
Panama City	November 20	*Anchor Hitch*	Gardner Johnson
	December 5	*Ravnanger*	Empire Shipping
Cristobal	November 17	*Gunner's Knot*	Gardner Johnson
	November 20	*Anchor Hitch*	Gardner Johnson
Balboa	December 8	*Mormacsun*	Balfour Guthrie
Cristobal			
Ceylon—			
Colombo	November 24	*Höegh Silverbeam*	Dingwall Cotts
	December 4	*Utrecht*	Dingwall Cotts
Chile—			
Antofagasta	December 5	*Ravnanger*	Empire Shipping
Valparaiso			
China—			
Shanghai	November 23–24	*Ocean Mail* (r)	Canadian Blue Star
	December 2–3	*Island Mail* (r)	Canadian Blue Star
Colombia—			
Barranquilla	November 17	*Gunner's Knot*	Gardner Johnson
	November 20	*Anchor Hitch*	Gardner Johnson
	December 12	*Glimmaren*	Empire Shipping
Cartagena	December 8	*Mormacsun*	Balfour Guthrie
Costa Rica—			
Puntarenas	December 12	*Glimmaren*	Empire Shipping
El Salvador—			
La Libertad	November 17	*Gunner's Knot*	Gardner Johnson
La Union	November 20	*Anchor Hitch*	Gardner Johnson
	December 12	*Glimmaren*	Empire Shipping
Fiji Islands—			
Suva	December 16	*Aorangi*	Canadian Australasian
France—			
Le Havre	December 28	*Washington*	Empire Shipping
Bordeaux			
Dunkirk			
Germany—			
Hamburg	November 29	*Bio Bio* (r)	Gardner Johnson
	Late November	*Delftdyk*	Royal Mail Lines
Guatemala—			
San Jose	November 17	*Gunner's Knot*	Gardner Johnson
Guatemala City	November 20	*Anchor Hitch*	Gardner Johnson
	December 12	*Glimmaren*	Empire Shipping

Destination	Loading Date	Vessel	Operator or Agent
Hawaii—			
Honolulu	December 16	*Aorangi*	Canadian Australasian
Hong Kong	November 23–24	*Ocean Mail* (r)	Canadian Blue Star
	Late November	*Nikobar*	Johnson Walton Co.
	Late November	*Oregon*	Dodwell and Co.
	December 2	*Vignes*	Empire Shipping
	December 2–3	*Island Mail* (r)	Canadian Blue Star
	December 12	*Francisville*	Balfour Guthrie
India—			
Bombay	November 24	*Höegh Silverbeam*	Dingwall Cotts
Madras	December 14	*Höegh Trader*	Dingwall Cotts
Calcutta	December 14	*Höegh Trader*	Dingwall Cotts
Bombay	Late November	*Eagle*	Canadian Transport
Calcutta	December 4	*Utrecht*	Dingwall Cotts
Madras	December 9–10	*India Mail*	Canadian Blue Star
Indonesia—			
Batavia	November 24	*Höegh Silverbeam*	Dingwall Cotts
Samarang	December 4	*Utrecht*	Dingwall Cotts
Soerabaya	December 14	*Höegh Trader*	Dingwall Cotts
Cheribon	December 14	*Höegh Trader*	Dingwall Cotts
Batavia	December 12	*Francisville*	Balfour Guthrie
Israel—			
Haifa	Mid-December	*A Ship*	Empire Shipping
Tel-Aviv	Mid-December	*A Ship*	Empire Shipping
Japan—			
Yokohama	November 23–24	*Ocean Mail* (r)	Canadian Blue Star
	Late November	*Oregon*	Dodwell and Co.
	December 2–3	*Island Mail* (r)	Canadian Blue Star
	December 9–10	*India Mail*	Canadian Blue Star
Malaya—			
Penang	December 4	*Utrecht*	Dingwall Cotts
Port Swettenham	December 9–10	*India Mail*	Canadian Blue Star
	December 12	*Francisville*	Balfour Guthrie
Mexico—			
Manzanillo	November 17	*Gunner's Knot*	Gardner Johnson
Acapulco	November 20	*Anchor Hitch*	Gardner Johnson
Netherlands—			
Rotterdam	Late November	*Delftdyk*	Royal Mail Lines
Rotterdam	December 28	*Washington*	Empire Shipping
Amsterdam	December 28	*Washington*	Empire Shipping
Netherlands Antilles—			
Curaçao	December 8	*Mormacsun*	Balfour Guthrie
New Caledonia—			
Noumea	November 23	*Thorscape*	Empire Shipping
New Hebrides—			
Port Villa	November 23	*Thorscape*	Empire Shipping
New Zealand—			
Wellington	November 16	*Sierra*	Dingwall Cotts
Auckland	December 16	*Aorangi*	Canadian Australasian
	Early December	*Alameda*	Dingwall Cotts
Pakistan—			
Karachi	November 24	*Höegh Silverbeam*	Dingwall Cotts
Persian Gulf	November 23	*Höegh Silverbeam*	Dingwall Cotts

Destination	Loading Date	Vessel	Operator or Agent
Peru—			
Callao	December 5	*Ravnanger*	Empire Shipping
Mollendo			
Philippines—	November 23–24	*Ocean Mail* (r)	Canadian Blue Star
	November 24	*Höegh Silverman*	Dingwall Cotts
Manila	Late November	*Oregon*	Dodwell and Co.
Iloilo	December 2–3	*Island Mail* (r)	Canadian Blue Star
Cebu	December 4	*Utrecht*	Dingwall Cotts
	December 9–10	*India Mail*	Canadian Blue Star
	December 12	*Francisville*	Canadian Blue Star
	December 14	*Höegh Trader*	Dingwall Cotts
Manila	Late November	*Nikobar*	Johnson Walton
Cebu	December 2	*Vingnes*	Empire Shipping
Samoa—			
Apia	November 23	*Thorscape*	Empire Shipping
Pago-Pago	November 16	*Sierra*	Dingwall Cotts
	December	*Alameda*	Dingwall Cotts
Singapore	November 24	*Höegh Silverbeam*	Dingwall Cotts
	December 4	*Utrecht*	Dingwall Cotts
	December 9–10	*India Mail*	Canadian Blue Star
	December 12	*Francisville*	Balfour Guthrie
	December 14	*Höegh Trader*	Dingwall Cotts
Society Islands—			
Papeete	November 23	*Thorscape*	Dingwall Cotts
Sweden—			
Stockholm	November 29	*Bio Bio* (r)	Gardner Johnson
Gothenburg			
Norrkoping			
Malmo			
Trinidad—			
Port-of-Spain	December 8	*Mormacsun*	Balfour Guthrie
United Kingdom—	Mid-November	*Pacific Exporter*	Furness Withy
Manchester	Late November	*Pacific Shipper* (r)	Furness Withy
	Mid-December	*Pacific Fortune* (r)	Furness Withy
London	November 25	*Cape Hawke*	Balfour Guthrie
Manchester			
London	Late November	*Thirlby*	Canadian Blue Star
Liverpool	Late November	*Delftdyk*	Royal Mail Lines
Unstated Ports	November 11–26	*Lake Shawnigan*	Empire Shipping
	Late November	*Leeds City*	Dodwell and Co.
	Late November	*Eastern City*	Dodwell and Co.
	Late November	*Punta Masco*	Seaboard Shipping
	November 22	*Malacca*	Johnson Walton Co.
	November 29	*Bio Bio* (r)	Gardner Johnson
	December 9	*Lakonia*	Balfour Guthrie
	December 22	*Cape Howe*	Balfour Guthire
	January 7	*Lismoria*	Balfour Guthrie
Uruguay—			
Montevideo	December 5	*Ravnanger*	Empire Shipping
	December 8	*Mormacsun*	Balfour Guthrie
Venezuela—			
Maracaibo	November 17	*Gunner's Knot*	Gardner Johnson
Puerto Cabello	November 20	*Anchor Hitch*	Gardner Johnson
La Guaira	December 12	*Glimmaren*	Empire Shipping
Puerto Cabello	December 8	*Mormacsun*	Balfour Guthrie

Services to Newfoundland

Transportation is a major factor in the economy of Newfoundland, which is served by a number of steamship services operating the year round from Halifax and North Sydney, and from Montreal during the season of open navigation on the St. Lawrence. Trans-Canada Air Lines also maintains a daily service between Montreal and St. John's, via Moncton, N.B., and Sydney, N.S. Boston is likewise connected with St. John's, via Yarmouth, N.S., Saint John, N.B., and Halifax, N.S. Steamship companies, ports of call and the frequency of their services are as follows:

Charlottetown to Corner Brook, etc.	Fortnightly	PEI Industrial Corporation
Halifax to St. John's	Weekly	Furness Red Cross Line.
Halifax to St. John's	Every three weeks	Furness Warren Line
Halifax to St. John's	Every ten days	Newfoundland-Canada Steamships
Halifax to St. John's	Fortnightly	Rowlings
Halifax to St. John's	Weekly	Shaw Steamships
Montreal to St. John's	Weekly	Blue Peter Steamships
Montreal to St. John's	Fortnightly	Clarke Steamships
Montreal to Corner Brook	Fortnightly	Clarke Steamships
Montreal to St. John's	Fortnightly	Newfoundland-Canada Steamships
Montreal to Goose Bay, Labrador	Fortnightly	Blue Peter Steamships
North Sydney to Port aux Basques	Daily, except Sunday	Canadian National Railways
Saint John to St. John's	Weekly	Furness Red Cross Line
Saint John and Halifax to St. John's	Every three weeks	Blue Peter Steamships
Hamilton to St. John's	Fortnightly	Newfoundland-Graet Lakes SS.
Toronto to St. John's	Fortnightly	Newfoundland-Great Lakes SS.

New Zealand Invites Tenders for Electrical Equipment

Wellington, October 24, 1949.—(FTS)—The New Zealand State Hydro Electrical Department, Wellington, New Zealand, invites tenders for the following equipment:

One only 12,000 kva.—11 kv. voltage regulation transformer for Islington sub-station, Contract No. 128.

20,000 kva. 66 11 kv. T.C.O.L. transformer banks and one spare unit, for Papanui sub-station, Contract No. 134.

Switch gear 22 kv. for Mount Roskill sub-station, Contract No. 135.

Tenders for these contracts close with the Secretary, Tenders Committee, State Hydro-Electric Department, Wellington, New Zealand, as follows: Contract No. 128, February 7, 1950; Contract No. 134, November 15, 1949; and Contract No. 135, February 21, 1950.

Interested Canadian firms may obtain further particulars and specifications from Mr. J. A. Malcolm, New Zealand Government Trade Commissioner, Sun Life Building, Montreal, Quebec.

Improvements Planned for Singapore Fisheries

Singapore, August 4, 1949.—(FTS)—Singapore's fishing industry has recently been the subject of investigation by local authorities with the object of increasing production, lowering prices and improving the welfare of the fishing community. It is proposed that a sum up to $25,000,000 should be spent on this project along such lines as the teaching of fishing technique, loans for the purchase of equipment, the replacement of the present fleet with modern refrigerated ships and the construction of cold-storage depots. It has even been suggested that fish-canning plants might be established to ensure the economical use of surplus production and a greater degree of self-sufficiency in fish foods. Any such scheme will require a high degree of government supervision, but it is planned to hand over official control to approved syndicates or co-operatives.

Foreign Trade Service Abroad

Cable address:—Canadian, unless otherwise shown.

Note.—Bentley's Second Phase Code is used by Canadian Trade Commissioners.

Argentina

Buenos Aires—H. L. Brown, Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.
Territory includes Uruguay and Paraguay.

Buenos Aires—W. B. McCullough, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

Australia

Sydney—C. M. Croft, Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Melbourne—F. W. Fraser, Commercial Secretary for Canada, 83 William Street.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. Ausman, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boite Postale 373.
Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. Macdonald, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.
Territory includes Luxembourg.

Brazil

Rio de Janeiro—Acting Commercial Secretary, Canadian Embassy, Edificio Metropole. Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—Acting Commercial Secretary for Canada, Canadian Consulate, Edificio Alois, Rua 7 de Abril, 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—E. H. Maguire, Commercial Secretary, Canadian Embassy, Bank of London and South America Building. Address for letters: Casilla 771.
Territory includes Bolivia.

China

Shanghai—B. I. Rankin, Acting Commercial Secretary for Canada, 27 The Bund, Postal District (0).

Colombia

Bogotá—H. W. Richardson, Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.
Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—A. W. Evans, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.
Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. Boyer, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.
Territory includes Aden, Anglo-Egyptian Sudan, Cyprus, Ethiopia, Iraq, Lebanon, Saudi Arabia, Syria and the Hashemite Kingdom of the Jordan.

France

Paris—J. P. Manion, Commercial Secretary, Canadian Embassy. Address for letters: 3 rue Scribe.
Territory includes Algeria, French Morocco and Tunisia.

Paris—J. H. Tremblay, Commercial Secretary (Agricultural Specialist), Canadian Embassy. Address for letters: 3 rue Scribe.

Germany

Frankfurt am Main—B. J. Bachand, Canadian Commercial Representative, Canadian Consulate, 145 Fuerstenbergerstrasse.
Cable address, Canadian Frankfurt-Main.

Greece

Athens—T. J. Monty, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.
Territory includes Israel.

Guatemala

Guatemala City—J. C. Depocas, Canadian Government Trade Commissioner, No. 20, 4th Avenue South. Address for letters: Post Office Box 400.
Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Foreign Trade Service Abroad—*Continued*

Hong Kong

Hong Kong—K. F. Noble, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.

Territory includes South China, the Philippine Islands and French Indo-China.

India

New Delhi—Richard Grew, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 11.

Bombay—R. K. Thomson, Acting Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.

Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. Priestman, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Italy

Rome—R. G. C. Smith, Commercial Secretary, Canadian Embassy, Via Saverio Mercadante 15-17.

Territory includes Malta, Yugoslavia and Libya.

Jamaica

Kingston—M. B. Palmer, Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.

Territory includes the Bahamas and British Honduras.

Japan

Tokyo—J. C. Britton, Commercial Representative, Canadian Liaison Mission, Canadian Legation Building.

Mexico

Mexico City—D. S. Cole, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. Langley, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

The Hague—D. A. B. Marshall, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Sophialaan 1-A.

Territory includes Belgium, Denmark and Luxembourg.

New Zealand

Wellington—P. V. McLane, Commercial Secretary, Office of the High Commissioner for Canada, Government Life Insurance Building. Address for letters: Post Office Box 1660.

Territory includes Fiji and Western Samoa.

Norway

Oslo—S. G. MacDonald, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.

Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. Browne, Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.

Territory includes Iran and Afghanistan.

Peru

Lima—R. E. Gravel, Acting Commercial Secretary, Canadian Embassy, Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.

Territory includes Ecuador.

Portugal

Lisbon—L. S. Glass, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.

Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—Paul Sykes, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.

Territory includes Federation of Malaya, Indonesia, North Borneo, Brunei, Sarawak and Thailand.

South Africa

Johannesburg—S. V. Allen, Commercial Secretary for Canada, Mutual Building, Harrison Street. Address for letters: Post Office Box 715.

Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.

Cable address, Cantracom.

Foreign Trade Service Abroad—*Concluded*

Cape Town—C. B. BIRKETT, Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.

Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.

Cable address, Cantracom.

Sweden

Stockholm—D. B. MUNDY, Acting Commercial Secretary, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.

Territory includes Finland.

Switzerland

Berne—YVES LAMONTAGNE, Commercial Counsellor, Canadian Legation, Thunstrasse 95.

Territory includes Austria, Czechoslovakia and Hungary.

Trinidad

Port-of-Spain—T. G. MAJOR, Canadian Government Trade Commissioner, 43 St. Vincent Street. Address for letters: Post Office Box 125.

Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana and the French West Indies.

Turkey

Istanbul—G. F. G. HUGHES, Acting Commercial Secretary for Canada, 20 Yeni Carsi Caddesi, Beyoglu. Address for letters: Post Office Box 2220, Beyoglu.

United Kingdom

London—A. E. BRYAN, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Sleighing, London.

London—R. P. BOWER, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Territory includes the South of England, East Anglia and the British West Africa (Gold Coast, Sierra Leone and Nigeria).

Cable address, Sleighing, London.

London—W. B. GORNALL, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Cantracom, London.

London—R. D. ROE, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.

Cable address, Timcom, London.

Liverpool—M. J. VECHSLER, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.

Territory includes the Midlands, North of England and Wales.

Glasgow—J. L. MUTTER, Canadian Government Trade Commissioner, 200 St. Vincent Street.

Territory covers Scotland and Iceland.

Cable address, Cantracom.

Belfast—H. L. E. PRIESTMAN, Canadian Government Trade Commissioner, 36 Victoria Square.

Territory covers Northern Ireland.

United States

Washington—J. H. ENGLISH, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Washington—G. R. PATERSON, Agricultural Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. STEWART, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Center.

Territory includes Bermuda.

Cable address, Cantracom.

New York City—M. B. BURSEY, Canadian Government Trade Commissioner (Fisheries Specialist), British Empire Building, Rockefeller Center.

Boston—T. F. M. NEWTON, Consul of Canada, 532 Little Building, 80 Boylston Street, Boston 16.

Detroit—J. J. HURLEY, Consul of Canada, Canadian Consulate, 1035 Penobscot Building, Detroit 26, Michigan.

Chicago—EDMOND TURCOTTE, Consul-General of Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

Los Angeles—V. E. DUCLOS, Canadian Government Trade Commissioner, Associated Realty Building, 510 West Sixth Street.

San Francisco—H. A. SCOTT, Consul-General of Canada, 3rd floor, Kohl Building, 400 Montgomery Street.

Venezuela

Caracas—C. S. BISSETT, Canadian Government Trade Commissioner, Canadian Consulate General, 8° Piso, Edificio America, Esquira Veroes.

Territory includes Netherlands Antilles.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations Sept. 17	Nominal Quotations Oct. 24	Nominal Quotations Nov. 1
Argentina	Peso	Off.	·2977	·3275	·3275
		Free	·2085	·1222	·1222
Australia	Pound	....	3·2240	2·4640	2·4640
Belgium and Belgium Congo	Franc	....	·0228	·0220	·0220
Bolivia	Boliviano	....	·0238	·0262	·0262
British West Indies (except Jamaica)	Dollar	....	·8396	·6417	·6417
Brazil	Cruzeiro	....	·0544	·0598	·0598
Burma	Rupee	....	·3022	.....	.....
Ceylon	Rupee	....	·3022	·2310	·2310
Chile	Peso	Off.	·0517	·0569	·0569
		Export	·0323	·0355	·0355
Colombia	Peso	....	·5128	·5641	·5641
Costa Rica	Colon	....	·1800	·1980	·1980
Cuba	Peso	....	1·0000	1·1000	1·1000
Czechoslovakia	Koruna	....	·0200	·0220	·0220
Denmark	Krone	....	·2084	·1592	·1592
Dominican Republic	Peso	....	1·0000	1·1000	1·1000
Ecuador	Sucre	....	·0740	·0815	·0815
Egypt	Pound	....	4·1330	3·1587	3·1587
El Salvador	Colon	....	·4000	·4400	·4400
Fiji	Pound	....	3·6306	2·7748	2·7748
Finland	Markka	....	·0062	·0048	·0048
France, Monaco and French North Africa	Franc	Off.	·0037	.....	.....
		Free	·0030	·0032	·0032
French Empire—African	Franc	....	·0073	.....	.....
French Pacific Possessions	Franc	....	·0201	.....	.....
Germany	Deutsche Mark	....	·3000	·2619	·2619
Guatemala	Quetzal	....	1·0000	1·1000	1·1000
Haiti	Gourde	....	·2000	·2200	·2200
Honduras	Lempira	....	·5000	·5500	·5500
Hong Kong	Dollar	....	·2519	·1925	·1925
Iceland	Krona	....	·1541	·1178	·1178
India	Rupee	....	·3022	·2310	·2310
Iran	Rial	....	·0312	.....	.....
Iraq	Dinar	...	4·0300	3·0800	3·0800
Ireland	Pound	..	4·0300	3·0800	3·0800
Israel	Pound	...	3·0000	.....	.....
Italy	Lira	...	·0017	·0018	·0018
Jamaica	Pound	....	4·0300	3·0800	3·0800
Japan	Yen	....	·0028	.....	.....
Lebanon	Piastre	....	·4561	.....	.....
Mexico	Peso	....	·1157	·1273	·1273
Netherlands	Florin	....	·3769	·2895	·2895
Netherlands Antilles	Florin	....	·5308	·5833	·5833
New Zealand	Pound	....	4·0150	3·0800	3·0800
Nicaragua	Cordoba	....	·2000	·2200	·2200
Norway	Krone	....	·2015	·1540	·1540
Pakistan	Rupee	....	·3022	·3325	·3325
Panama	Balboa	....	1·0000	1·1000	1·1000
Paraguay	Guarani	....	·3200	.....	.....
Peru	Sol	....	·1538	·1696	·1696
Philippines	Peso	....	·4975	·5500	·5500
Portugal and Colonies	Escudo	....	·0400	·0385	·0385
Singapore	Straits Dollar	....	·4702	·3593	·3593
Spain and Colonies	Peseta	....	·0916	·1008	·1008
Sweden	Krona	....	·2783	·2126	·2126
Switzerland	Franc	....	·2336	·2536	·2542
Thailand	Baht	....	·1000	.....	.....
Turkey	Lira	....	·3571	.....	.....
Union of South Africa	Pound	....	4·0300	3·0800	3·0800
United Kingdom	Pound	....	4·0300	3·0800	3·0800
United States	Dollar	....	1·0000	1·1000	1·1000
Uruguay	Peso	Controlled	·6583	·7241	·7241
		Uncontrolled	·5618	·6180	·6180
Venezuela	Bolivar	....	·2985	·3289	·3289
Yugoslavia	Dinar	....	·0200	.....	.....

Trade Publications Available

ABC of Canadian Export Trade

Prepared by Export Division, Foreign Trade Service. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents a copy in Canada and 50 cents for delivery abroad.

Canada—Butcher, Baker, Grocer

Brochure, illustrating the extent to which foodstuffs are being shipped to the United Kingdom, prepared for distribution to provision trade in United Kingdom. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canada Produces

Brochure, illustrating productive capacity of Canada, prepared for distribution at British Industries Fair, in London, and by trade commissioners in their respective territories. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents.

Canadians as Consumers

Brochure, illustrating market opportunities in Canada, prepared for distribution at British Industries Fair, in London, and by trade commissioners in their respective territories. Obtainable from King's Printer, Government Printing Bureau, Ottawa, for 25 cents.

Canadian Export Timbers

Brochure, illustrating and describing Canadian woods available for export, prepared for distribution at Building Trades Exhibition, in Manchester, England. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Furs

Brochure, pertaining primarily to ranched furs, prepared for distribution at International Fur and Leather Fair, in Basle, Switzerland. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Canadian Certified Seed Potatoes

Folder, illustrating varieties most suitable for shipment to other countries, prepared for distribution abroad in an effort to stimulate export sale of seed potatoes. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Eighty Years of Foreign Trade

Reprint of article in *Canadian Geographical Journal*, which reviews development of Canada's trade between 1867 and 1947. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Economic Reviews

Reports on the following countries, reproduced originally in the *Commercial Intelligence Journal* and *Foreign Trade*: Argentina, British West Indies and British Guiana, French North Africa, India, Iran, Mexico, New Zealand. Obtainable from Publicity Division, Foreign Trade Service, Ottawa.

Reprints of Special Articles

Articles on the following subjects, published in *Foreign Trade*, have been reprinted in pamphlet form, and may be obtained from the Publicity Division, Foreign Trade Service, Ottawa:

Assistance Available from Trade Commissioners
Branch Plant Expansion Encouraged
Canadian Port Facilities Aid Foreign Trade
Canadian Toy Industry
European Recovery Program Related to Canadian Economy
Foreign Import Controls and Exchange Regulations
Import Control of Capital Goods Under Emergency Act
Influence of Geography on Import Trade
Production of Sports Equipment in Canada
Trade Procedure for American and British Zones in Germany

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1949

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